Utah Statewide Rest Area Plan

Prepared For:

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PART 1 INTRODUCTION

"Quality Transportation Today, Better Transportation Tomorrow. We Connect Communities." - Mission of the Utah Department of Transportation

The mission of the Utah Department of Transportation (UDOT) is "Quality Transportation Today, Better Transportation Tomorrow. We Connect Communities." Accordingly, UDOT presents this Statewide Rest Area Plan in support of its mission statement and continual efforts to provide a safe and efficient transportation system for the public.

The strength of UDOT depends on the strength of its program. Rest areas, welcome centers and view areas are important elements of that program.

These facilities play an important role in relation to highway safety, primarily as it relates to combating driver fatigue.

The National Highway Traffic Safety Administration conservatively estimates that 100,000 police-reported crashes each year are the direct result of driver fatigue, resulting in an estimated 1,550 deaths, 71,000 injuries, and $12.5 billion in monetary losses. It is widely recognized that these statistics understate the extent of these types of crashes due to the difficulty in recognizing and accurately reporting fatigue-related crashes.

In addition to their safety role, these facilities also represent an image related to Utah's tourists and travelers. According to the State of Utah Governor's Office of Economic Development, approximately 13.7 million non-resident tourists entered Utah via our state highways in 2005.

Lastly, these facilities serve an important role as truck staging areas for the commercial trucking industry. With an increasing emphasis on "just-in-time" delivery practices, commercial truck drivers often utilize rest area facilities outside urbanized areas to await the opening of a warehouse or business to which they are delivering.

This Plan represents a substantial effort to preserve and enhance the existing rest facility system in combination with its supporting processes, programs, and policies.

1.1 Plan Importance and Purpose

Provide useful and efficient highway rest facilities that produce safe drivers by providing safe and interesting breaks from driving

This Plan represents a continuance on the part of UDOT to provide useful and efficient highway rest facilities that produce safe drivers. This is accomplished by providing safe and interesting breaks from driving.

A place to park and a restroom constitute the most basic expectations for motorists that stop at Utah's highway rest facilities. As new concepts are incorporated into the highway rest facilities, they will discover that Utah's facilities offer much more. Eventually, this necessary stop will be anticipated for more than just the traveler's basic needs.

1.2 Plan Goals

This Plan represents more than an effort to inventory facilities, identify deficiencies, recommend capital improvements, and develop cost estimates.

Provide a plan that successfully guides UDOT in establishing future priorities, allocating resources, and developing policies related to rest areas, welcome centers, and view areas for the next twenty years

The primary goal of this effort is to provide a plan t hat successfully guides UDOT in establishing future priorities, allocating resources, and developing policies related to rest areas, welcome centers, and view areas for the next twenty years.

Details related to the secondary goals and associated performance tasks are presented in **Part 1 of the Appendix**.

1.3 Background and History

Highway roadside rest areas came into being in 1938 as a part of the Federal Highway Aid Act. Increased attention to and nationwide construction of rest areas came with the passage of the Interstate Highway Act of 1956, establishment of the Highway Trust Fund in 1956, and the Highway Beautification Act of 1965.

A. Creation of Utah's Rest Area System

Rest areas were primarily developed at the same time Utah's highway system was constructed. The oldest currently operating rest area was constructed in 1965 along State Route 30 at the southern end of Bear Lake. It is by coincidence that the newest rest area, completed in June 2006, is located along US Highway 89 overlooking Bear Lake.

Bear Lake Rest Area Building

UDOT's rest facility system currently includes sixty-three facilities as follows:

- Twenty-four rest areas
- Five welcome centers
- Ten view areas
- Five public/private partnership rest stops
- Six public/public facilities
- Thirteen ports of entry

New Bear Lake Overlook Rest Area Building

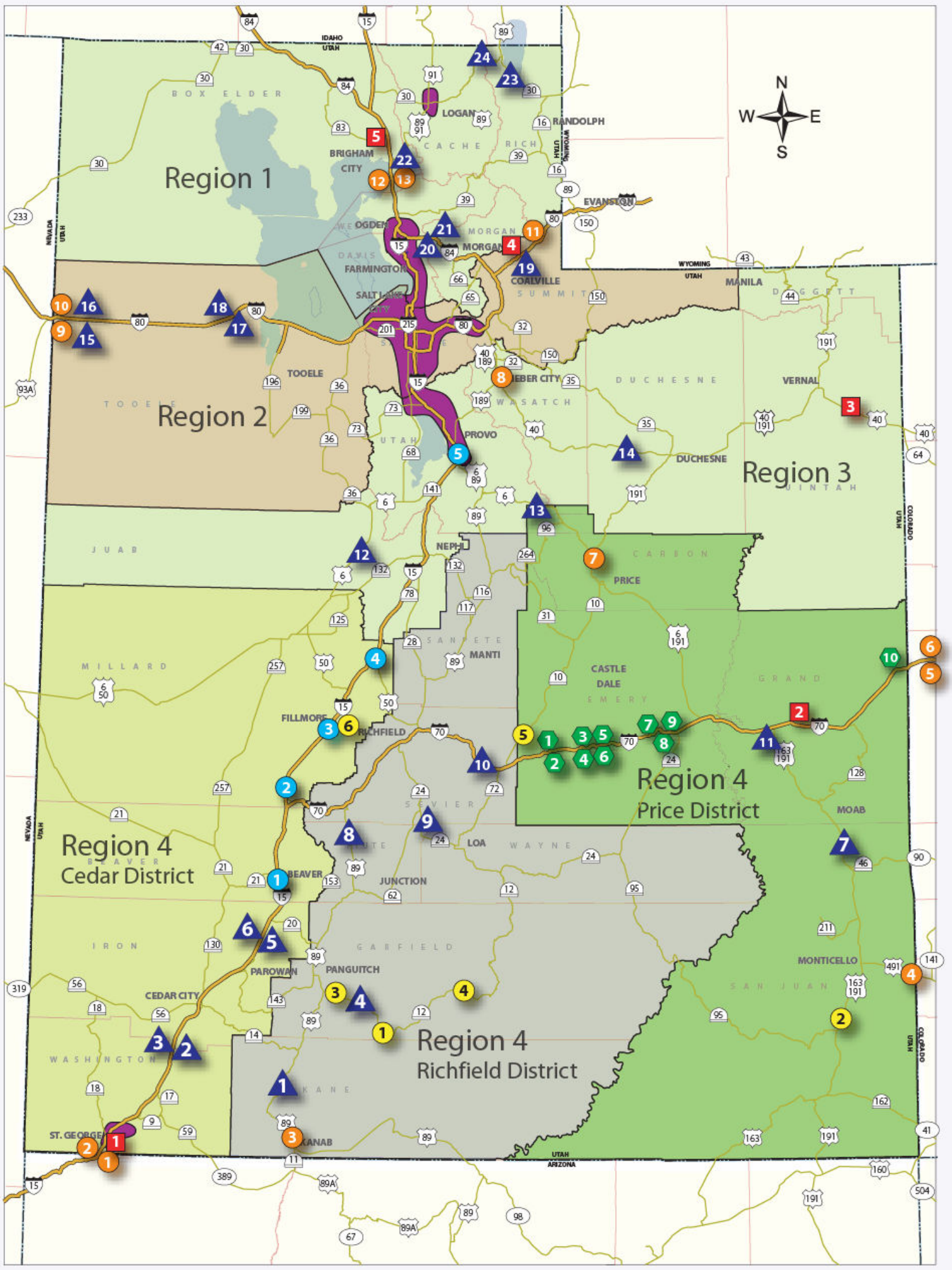
Figure 1 Rest Facility System shows the location, type, and name of each facility.

B. Current Conditions

Of the thirty-nine rest area, welcome center and view area facilities currently in operation, ten are considered new facilities (less than ten years old). Of the remaining twenty-seven facilities, twenty-four are over thirty years old with half of those being over thirty-five years old.

Kanarraville Rest Area Rest Room

Although the general condition of these facilities is deteriorating, a statewide maintenance contract helps ensure that the facilities operate in a clean, safe and efficient manner.



Facilities

- 1 Shingle Creek
- 2 Kanarraville NB
- 3 Kanarraville SB
- 4 Pines
- 5 Lunt Park NB
- 6 Lunt Park SB
- 7 Kane Springs
- 8 Hoover
- 9 Oak Springs
- 10 Ivie Creek
- 11 Crescent Junction
- 12 Silver City
- 13 Tucker
- 14 Pinion Ridge
- 15 Salt Flats EB
- 16 Salt Flats WB
- 17 Grassy Mountain EB
- 18 Grassy Mountain WB
- 19 Echo Canyon
- 20 Weber Canyon
- 21 Mountain Green
- 22 Perry
- 23 Bear Lake
- 24 Bear Lake Overlook
- 1 Salt Wash WB
- 2 Salt Wash EB
- 3 Eagle Canyon
- 4 Devil's Canyon
- 5 Ghost Rocks WB
- 6 Ghost Rocks EB
- 7 Black Dragon
- 8 Spotted Wolf
- 9 San Rafael
- 10 Harley Dome
- 1 St. George
- 2 Thompson
- 3 Jensen
- 4 Echo
- 5 Brigham
- 1 Beaver
- 2 Cove Fort
- 3 Fillmore
- 4 Scipio
- 5 Springville
- 1 Cannonville Visitor Center (BLM)
- 2 Blanding
- 3 Red Canyon (Forest Service)
- 4 Escalante Visitor Center (BLM)
- 5 Emery
- 6 Fillmore
- 1 St. George NB
- 2 St. George SB
- 3 Kanab
- 4 Monticello
- 5 Loma EB
- 6 Loma WB
- 7 Peerless
- 8 Daniels
- 9 Wendover EB
- 10 Wendover WB
- 11 Echo
- 12 Perry NB
- 13 Perry SB

- Rest Area
- View Area
- Welcome Center
- Public/Private Partnership Rest Stop
- Public/Public Facility
- Port of Entry
- Urbanized Area
- Interstate Route
- U.S. Route
- Utah State Route
- Other State Route
- Facility Serves Both Directions
- Facility Serves One Direction
- Facility Pair Serves Both Directions

UDOT CONNECTING COMMUNITIES

Utah Statewide Rest Area Study

Figure 1
Rest Facility System

Periodic rehabilitation and operational concerns are handled on a case-by-case basis as needs arise.

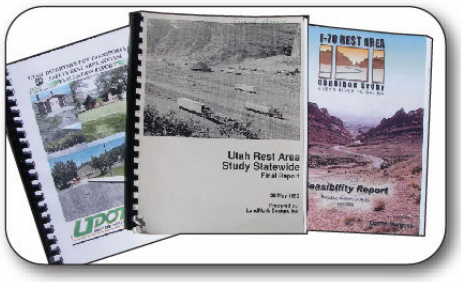
In addition to the more traditional rest area, welcome center, and view area facilities, the public/private partnership rest stop facility was recently developed. The system currently includes five of these facilities. **Section 2.1** discusses these facilities in detail.

The six public/public facilities in the system represent unique partnerships between UDOT and other government entities (U.S. Forest Service, The Bureau of Land Management, and Utah cities) to provide safe and interesting places for travelers to stop. The condition of these facilities varies. Some are aging while others have been recently constructed. Maintenance and operations activities are carried out by UDOT's partner entities.

The State's Port of Entry facilities also serve an important highway rest function for the commercial truck industry. Operated and maintained by the Motor Carriers Division of UDOT, these facilities provide basic services to commercial truck drivers along with parking areas to accommodate short and longer-term rest needs.

C. Previous Studies

In 1990, UDOT conducted an in-depth study of the State's existing rest area system. The 1990 study included numerous recommendations related to facility services, spacing and location criteria, design and standards, and maintenance. The 1990 study has guided UDOT in the continued development of the State's rest areas, view areas and welcome centers for the past 16 years.



In 2000, UDOT staff completed an in-depth inventory and assessment of Region 3 and Region 4 facilities.

In 2003, UDOT completed a Rest Area Feasibility Study to evaluate the need for an additional rest area along I-70 and, if necessary, develop a plan to provide the additional rest area services.

UDOT has completed additional studies that have led to the construction of new facilities, upgrades to existing facilities, and closure of obsolete facilities.

These previous studies served as a key foundational element of this Plan document.

1.3 Planning Process

The American Association of State Highway and Transportation Officials (AASHTO) in their Guide for the Development of Rest Areas on Major Arterials and Freeways, indicates that rest area facilities are integral to highway systems and require a comprehensive, statewide investment-planning process. The goals for this process suggested by AASHTO include:

- Identifying rest area needs
- Determining the impacts generated by these rest facility needs
- Development of solutions to address the identified needs and potential impacts

This planning effort followed this general three-phased approach with initial facility inventory, facility patron survey, and plan development elements.

The plan development element included a substantial literature review effort (**refer to PART 4**), interviews with other states, development of a facility ranking and analysis tool, and detailed plan recommendations.

A technical committee and an advisory committee were formed to assist in the plan development process.

Technical Committee members included:

- Wayne Jager – Project Manager; UDOT Systems Planning & Programming
- Bill Juszcak – UDOT Maintenance
- Peter Tang and Rob Clayton – UDOT Traffic & Safety
- Rex Harris – UDOT Region 1
- Brandon Weston and Lars Anderson – UDOT Region 2
- Bob Westover – UDOT Region 3
- Clayton Wilson – UDOT Region 4

Advisory Committee members included:

- Stephen Bodily – Utah Transportation Commission
- Bevan Wilson – Utah Transportation Commission
- Ahmad Jaber – UDOT Systems Planning & Programming
- Rick Clasby – UDOT Motor Carriers Division
- Richard Clarke – UDOT Maintenance Division
- Carlos Machado – FHWA
- Rolayne Fairclough – AAA
- Terry Smith – Utah Trucking Association
- Tracie Cayford – Utah Office of Tourism
- Chad Davis – Utah Office of Tourism
- John Quick – UDOT Systems Planning & Programming
- Dan Kuhn – UDOT Freight Planner
- Terry Johnson – UDOT Landscape Architect
- Robert Hull – UDOT Traffic & Safety
- Dal Hawks – UDOT Region 4

The Technical and Advisory Committees participated in numerous meetings throughout the process and were integral in development of this Plan.

1.4 Organization of the Document

This Highway Rest Area Plan is written to facilitate quick access to pertinent information.

The **EXECUTIVE SUMMARY** is a separate document that highlights the key recommendations of the Plan and is intended to embody the essential elements of a future program document.

The **PRIMARY PLAN DOCUMENT** contains the key Plan elements, findings, and recommendations. **PART 1** provides a general introduction to the Plan. The first of two primary categories is represented in **PART 2** and relates to facilities. The second category is represented in **PART 3** and relates to program administration. **PART 4** is a comprehensive list of the primary and additional references reviewed.

The **APPENDICES** provide further details related to and supporting each section of the Primary Plan Document. Included in the Appendix is an **Executive Summary CD** that includes an electronic version (pdf format) of the Executive Summary and a **Primary Plan Document CD** that includes an electronic version (pdf format) of the this Primary Plan Document. A **Technical Information CD** is also included that contains pertinent spreadsheets other supplemental electronic data pertinent to the Plan.

PART 2 HIGHWAY REST FACILITIES

The highway rest facilities represent one of two critical focus areas in this planning effort. The overall success of the system, as it relates to safety and image, depends upon the condition of the facilities and related features, both individually and as a system.

Key elements of this section include:

- Brief descriptions of each facility type
- An overview of facility conditions
- A discussion of and development of design concepts
- A detailed discussion of and recommendations related to facility features
- An outline of design, operations and maintenance criteria
- Facility specific recommendations, time frames, and cost

2.1 Facility Type

The Utah Highway Rest Facility System consists of six different facilities. Each facility type is described below.

Salt Wash View Area (EB)

A. View Area

View Areas are facilities that take advantage of an existing scenic view by providing a place where the motorist or tourist can stop. These facilities generally provide only minimal services necessary to qualify as a highway rest system facility (**Refer to Section 2.4**). All of Utah's view area facilities a currently located along the I-70 corridor.

It is recommended that UDOT maintain the existing view area facility designation as a part of the Highway Rest Facility System.

B. Rest Area

A rest area is defined by AASHTO as, "…a roadside area, with parking facilities separated from the roadway, provided for the travelers to stop and rest for short periods. It may include drinking water, toilets, tables and benches, telephones, information and other facilities for travelers."

Kane Springs Rest Area

AASHTO indicates that the provision of rest areas on the rural highway system is a desirable feature. These facilities provide the high-speed, long-distance traveler with the opportunity for short periods of relaxation, in a safe and interesting environment. This in turn helps to relieve driver fatigue and produce safe drivers.

In addition to their safety role, these facilities also represent an image related to Utah's tourists and travelers. According to the State of Utah Governor's Office of Economic Development, approximately 13.7 million non-resident tourists entered Utah via our state highways in 2005.

Lastly, rest areas also serve an important role as truck staging areas for the commercial trucking industry. With an increasing emphasis on "just-in-time" delivery practices, commercial truck drivers often utilize rest area facilities

outside urbanized areas to await the opening of a warehouse or business to which they are delivering.

It is recommended that UDOT maintain the existing rest area facility designation as a part of the Highway Rest Facility System.

C. Welcome Center

Utah's Welcome Centers closely resemble rest areas in terms of services provided; except that they offer a wide variety of tourist and traveler information not typically provided at rest areas. These facilities are cooperatively operated and managed with the Utah Office of Tourism. The Utah Office of Tourism has responsibility for maintaining the displays and staffing the facility, usually during daylight hours.

Jensen Welcome Center

It is recommended that UDOT maintain the existing welcome center facility designation as a part of the Highway Rest Facility System.

D. Public/Private Partnership Rest Stop

In a spirit of innovation and exploration, UDOT developed this facility type to serve as a cost effective solution to address increasingly difficult rest area construction, operations, and maintence issues.

Cove Fort Public/Private Partnership Rest Stop

Located off, but immediately adjacent to the interstate or state highway, these service station/convenience store facilities are open 24 hours a day, 365 days a year. The private entity provides basic services for the public to use free of charge. The private entity also assumes all responsibility for owning, operating, and maintaining the facility in accordance with specific UDOT criteria. In exchange, UDOT provides advanced and directional signage along the state highway or interstate and interchange off-ramps designating that facility as a public/private partnership rest stop.

In addition to the traditional features of a rest area, these facilities provide commercial services such as fuel, food, and mechanic services.

The Plan concludes that these facilities are effective in meeting the needs of the traveling public and are economically viable from a private sector perspective. It is also concludes that these facilities are economically viable from a private sector perspective (**Refer to Section 2.2, C**).

It is recommended that UDOT continue to develop and expand the public/private partnership rest stop program as an effective element of the overall Highway Rest Facility System.

On October 18, 2006, the FHWA published their final Interstate Oasis Program and Policy document. FHWA modeled much of the program from UDOT's public/private partnership rest stop facilities. For additional information and recommendations on this facility type refer to **Section 3.2, B** of this report.

E. Public/Public Facility

Red Canyon Public/Public Facility (US Forest Service Visitor Center)

In an effort to maximize resources and share construction, operations and maintence responsibilities. UDOT collaborates with other public entities to provide joint use facilities.

In these situations, UDOT generally provides resources for land acquisition activities, facility construction, and/or additional facility features. Generally, these facilities are operated and maintained by the partnering entity.

It is recommended that UDOT continue to develop and expand the public/public facility program as an effective element of the Highway Rest Facility System.

In addition to the public/public facilities shown in **Figure 1**, UDOT is working with the Arizona Department of Transportation and the Navajo Nation to complete a public/public visitor center facility on Highway 163 near the Utah/Arizona border. ***Once completed, it is recommended that this facility be added to the Highway Rest Facility System.***

F. Port of Entry

Port of Entry facilities are under the direction of the Motor Carriers Division of UDOT. Their mission as a Division is to preserve the state's highway infrastructure, protect the traveling public, and promote the advancement of the motor carrier industry through safety inspections and educational programs for commercial vehicle drivers and motor carrier companies.

St. George Port of Entry

These facilities play an important role in Utah's highway rest facility system, with goals to eliminate all commercial vehicle accidents on state highways and to obtain voluntary compliance from the commercial vehicle industry.

To achieve these goals, the Division regulates and inspects commercial vehicles and reviews companies' safety programs. They provide out reach training programs to educate industry owners, safety managers, vehicle drivers and vehicle maintenance personnel in proper safety policies, procedures and practices.

All commercial motor vehicles must report required information at port of entry facilities either by stopping or through use of the State's Prepass system.

The features provided at these facilities are intended for use only by commercial truck drivers. Those facilities serving primarily intrastate traffic have variable hours of operation based on daily and seasonal factors.

It is recommended that UDOT maintain the existing port of entry facility designation as a part of the Highway Rest Facility System.

G. Other Facilities

Other roadside facilities such as unsigned parking areas and pull-outs, view areas with no services, points of interest, and brake check areas are not included as formal elements of the highway rest facility system.

Kimball Junction View Area – No Services

It is important to note, however, that many states are providing truck-only parking facilities and including these facilities as key elements of their rest area system.

These facilities are generally basic in nature, providing no services other than truck parking spaces and advance signing indicating truck parking only.

These facilities are generally located on heavily traveled interstate truck routes and help address the issue of trucks parking on interchange on and off-ramps. Truck-only parking areas are often developed on the sites of closed rest areas, in conjunction with the closures.

Key issues include how to manage trash and whether to provide restroom facilities. States vary in their policies on both issues.

It is recommended that UDOT further explore opportunities to provide truck-only parking facilities as an element of the overall highway rest facility system. The Statewide Rest Area Plan recommendations (see Section 2.6) include provisions for truck-only parking facilities.

It is also recommended that future efforts related to providing truck-only facilities include an assessment of the following rest facilities as candidate locations:

- ***Closed Dog Valley Rest Area (SB I-15 at mile post 136)***
- ***Closed Pine Creek Rest Area (NB I-15 at mile post 126)***
- ***Kimball Junction View Area – No Services (EB I-80 at mile post 143)***
- ***Kaysville/Farmington View Areas – No Services (NB & SB I-15 at mile post 326)***

Early Plan efforts related to the facilities included a facility inventory and facility patron surveys. These elements were critical in identifying key facility issues. A thorough literature review was also conducted. The literature resources are documented in **Part 4**. The literature review effort contributed to a better understanding of issues and provided key information related to identifying and applying potential solutions.

Detailed summaries of the facility inventory and facility patron survey efforts are located in Part 2 of the Appendix.

The facility issues that stand out as needing the most attention were grouped into the following four areas:

- Overall conditions
- Design concepts
- Facility features
- Design, operations and maintenance criteria

Specific facility recommendations associated with the overall conditions section are summarized in **Section 2.6**. All other recommendations are identified in each section through the use of bold and italicized text. Each area is discussed in detail below.

2.2 Overall Conditions

Information related to the overall condition of the highway rest facility system was obtained through conducting a facility inventory, facility ranking, and patron survey. Each effort is discussed in detail below, along with a general summary of findings.

A. Facility Inventory

The focus of the facility inventory was the general condition of existing facilities and the features and services provided.

Personnel from UDOT's statewide maintenance contractor conducted the majority of the on-site facility inventory visits. These visits were only conducted at rest area, welcome center, and view area facilities. Public/private partnership rest stop facilities were included in the overall facility inventory, although only summary information related to the services provided was obtained and reported.

Port of entry, public/public facilities, brake check areas, and view areas or pullouts with no services were not included in the formal inventory process.

1. Summary Findings and Conclusions

Appendix 2A details the inventory effort and provides detailed findings, a sample inventory checklist, and fact sheets for each highway rest facility.

Key facility inventory issues include:

- The Bear Lake Rest Area is not ADA compliant and is the oldest currently operating rest area facility (41 years) in the system. Truck parking on site is minimal, the adjacent highway AADT is low, and a majority of the patrons at this rest area are there for recreational purposes only. The rest area is also very close to the new Bear Lake Overlook Rest Area.
- The Weber Canyon, Mountain Green and Perry Rest Areas are all over thirty years old. Although they provide reasonable services, additional amenities such as separate ADA accessible restrooms would likely require a new building structure.
- The Brigham Welcome Center is also over thirty years old and would likely require a new building structure to accommodate additional visitor center space and separate ADA accessible restroom facilities.
- The Echo Rest Area is located on a very narrow site bordered by steep terrain. Truck parking is very limited and no separation between truck and passenger vehicle parking is provided. Overcrowding at this facility is a regular occurrence and the facility is thirty-six years old. This is the only

eastbound rest area facility located between the Salt Lake urbanized area and the Utah/Wyoming border.

- The Echo Welcome Center restrooms have a distinct and recurring offensive odor.
- The Silver City Rest Area includes only a pit toilet. The facility is closed during winter months and serves primarily recreational trips during peak summer months.
- The St. George Welcome Center is scheduled to be removed with the construction of a new I-15 interchange. Currently there is no funding allocated for the relocation of the welcome center, however, UDOT is working with key partners on purchasing land for a replacement facility.
- The Ivie Creek Rest Area is the only full service rest area facility between the I-15/I-70 interchange and the City of Green River, UT, a distance of approximately one hundred and sixty miles. The facility is aging and amenities such as separate ADA accessible restrooms would likely require a new building structure.
- The Pines, Hoover, Oak Springs, and Silver City Rest Areas are all maintained by UDOT Regions or region contractors. The remaining facilities are maintained by UDOT's statewide maintenance contractor.
- The Tucker Rest Area will be removed with the reconstruction of US-6, currently programmed for 2007. The 2006 STIP currently shows $1.5 million in Concept Development for new construction of the rest area.
- A primary issue related to the I-70 corridor is the availability of water. Recommendations from the 2003 I-70 Rest Area Corridor Study included interim improvements to the Spotted Wolf and eastbound Ghost Rocks View Areas and the ultimate construction of a new rest area (east and westbound) in the vicinity of Dutchman Arch (milepost 122).
- Current efforts are underway to upgrade the toilet facilities at all view area facilities during the summer or 2006. Plans to provide solar lighting at each view area facilities will likely be implemented in 2007.

Overall, the inventoried facilities are in relatively good condition given their age and provide adequate services and features. The useful life of the facilities is being extended through UDOT's use of a statewide maintence contractor. Facility image has also improved as a result of on-site maintence personnel.

It is recommended that UDOT prepare a highway rest facility preservation program to deal with ongoing preservation activities (See Section 2.5, D, 3 for additional information)

B. Facility Ranking

Facility ranking criteria were developed, discussed and applied to the rest area, welcome center and view area facilities to assist in determining the order that facilities should receive attention. **Appendix 2B** provides a detailed summary of the ranking process and outcomes.

The facility ranking process and resulting spreadsheets developed as a part of this effort are included on the **Plan CD**. These products represent dynamic and objective tools that should be used to provide more than just an overall facility ranking. It is important that this tool be regularly updated to reflect facility system changes.

1. Summary Findings and Conclusions

Table 1 summarizes the results of the facility ranking effort. The ranking gives an indication of the order that the facilities should receive attention based on the criteria, criteria scoring, and weighting process.

Table 1: Rest Area, Welcome Center and View Area Facility Critical Issue Ranking

Ranking	Facility	Ranking	Facility
1	Black Dragon View Area	20	SB Lunt Park Rest Area
2	Spotted Wolf View Area	21	NB Kanarraville Rest Area
3	Devils Canyon View Area	22	Weber Canyon Rest Area
4	Silver City Rest Area	23	Echo Canyon Rest Area
5	Eagle Canyon View Area	24	Hoover Rest Area
6	WB Salt Wash View Area	25	Mountain Green Rest Area
7	EB Ghost Rocks View Area	26	EB Grassy Mountain Rest Area
8	WB Ghost Rocks View Area	27	Ivie Creek Rest Area
9	San Rafael View Area	28	Jensen Welcome Center
10	Brigham Welcome Center	29	Shingle Creek Rest Area
11	Perry Rest Area	30	Oak Springs Rest Area
12	Harley Dome View Area	31	Pinion Ridge Rest Area
13	Tucker Rest Area	32	WB Salt Flats Rest Area
14	EB Salt Wash View Area	33	WB Grassy Mountain Rest Area
15	St. George Welcome Center	34	Bear Lake Rest Area
16	NB Lunt Park Rest Area	35	EB Salt Flats Rest Area
17	Crescent Junction Rest Area	36	Kane Springs Rest Area
18	SB Kanarraville Rest Area	37	Echo Welcome Center
19	Thompson Welcome Center	38	Pines Rest Area

Of the criteria evaluated, five were identified as having the greatest overall influence on the final scores. Key findings related to these five criteria are included as follows.

a. Adjacent Highway AADT

This criterion received the second highest weighting of all the criteria and was the greatest contributor to the overall facility scores.

The following eight facilities are located along corridors with AADT's of 21,000 or higher:

- North and southbound St. George Ports of Entry, St. George Welcome Center, Springville Public/Private Partnership Rest Stop, the Brigham Welcome Center, the Perry Rest Area, and the north and southbound Perry Ports of Entry

Thirteen facilities are located along corridors with AADT's of 12,000 to 21,000 as follows:

- North and southbound Kanarraville Rest Areas, north and southbound Lunt Park Rest Areas, and the Beaver, Cove Fort, Fillmore and Scipio Public/Private Partnership Rest Stops (I-15 St George to Nephi)
- Echo Canyon Rest Area, Echo Welcome Center, and the Echo Port of Entry (I-80 east of I-15)
- Weber Canyon Rest Area and the Mountain Green Rest Area (I-84)

Approximately eighteen percent of the inventoried facilities are adjacent to low volume highways (< 2,500 AADT). These facilities include the Silver City, Hoover, Bear Lake, Oak Springs, Kane Springs, Pines and Shingle Creek Rest Areas.

b. Fatigue Crash Percentages and Rates

This criterion received the highest weighting of all the criteria and was the second greatest contributor to the overall facility scores.

Corridors, and associated facilities, with the highest fatigue rate and fatigue percentage occurrences include all of I-70, I-15 from the I-70 interchange north to approximately Nephi and I-80 between the Grassy Mountain rest areas and the western state line (**See Appendix 2-B; Figure 2B-1**).

Twenty-two facilities are located within these corridor areas as follows:

- All view area facilities (10), Ivie Creek Rest Area, Crescent Junction Rest Area, and the Thompson Welcome Center (I-70)
- Cove Fort, Fillmore, and Scipio Public/Private Partnership Rest Stops (I-15)
- East and westbound Salt Flats Rest Areas, east and westbound Grassy Mountain Rest Areas, east and westbound Wendover Ports of Entry (I-80)

c. Proximity to Adjacent Cities or Towns with Services

This criterion received the third highest weighting of all the criteria and was the third greatest contributor to the overall facility scores.

Seventeen of the inventoried facilities are over twenty miles from an adjacent city or town with services and include:

- All of the view areas
- Thompson Welcome Center
- Silver City, Ivie Creek, Crescent Junction
- East and westbound Grassy Mountain Rest Areas

Additional findings related to spacing include:

- Public/private partnership rest stop facilities are essential elements of the overall system. Their presence and effectiveness along I-15 from the junction with I-70 to Springville, eliminates the need for additional public facilities along this section of I-15 (the current STIP includes placeholders for new public rest area facilities at Kanosh and Mills).
- Interstate highway segments noted as having sparse coverage include:
    - I-70 from the junction with I-15 east to the Ivie Creek Rest Area
    - I-15 from Cove Fort to Springville
    - I-84 from the junction with I-15 north to the Idaho border
- Non-interstate highway segments noted as having limited facility coverage include:
    - US-6 from the junction with I-70 north to Price
    - US-40 from Heber to the Colorado border

d. Truck Parking Supply

This criterion received the fifth highest weighting of all the criteria and was the fourth greatest contributor to the overall facility scores.

Approximately one third of the facilities inventoried currently provide insufficient truck parking (> 10 space difference between the calculated demand and the current supply).

The ten facilities with the greatest shortages include:

- Brigham Welcome Center
- Perry Rest Area
- St. George Welcome Center
- Northbound Lunt Park Rest Area
- Echo Canyon Rest Area
- Weber Canyon Rest Area

- Mountain Green Rest Area
- North and southbound Kanarraville Rest Areas
- Southbound Lunt Park Rest Area

e. Automobile Parking Supply

This criterion received the eighth highest weighting of all the criteria but was the fifth greatest contributor to the overall facility scores.

Approximately one third of the facilities inventoried currently provide insufficient automobile parking (> 10 space difference between the calculated demand and the current supply).

The facilities with the most critical shortages are generally located on higher AADT highways. The ten facilities with the greatest shortages include:

- Perry Rest Area
- Brigham Welcome Center
- St. George Welcome Center
- North and southbound Kanarraville Rest Areas
- Northbound Lunt Park Rest Area
- Echo Canyon Rest Area
- Southbound Lunt Park Rest Area
- Mountain Green Rest Area
- Tucker Rest Area.

In looking at specific facility criteria, it is concluded that key issues relate to adjacent highway AADT, adjacent fatigue crash experience, proximity to adjacent cities or towns with services, truck parking supply and automobile parking supply.

It is also concluded that the highest ranking facilities in terms of overall need for attention include:

- ***All view area facilities***
- ***Silver City Rest Area***
- ***Brigham Welcome Center***
- ***Perry Rest Area***
- ***Tucker Rest Area***
- ***St. George Welcome Center***
- ***Northbound Lunt Park Rest Area***
- ***Crescent Junction Rest Area***
- ***Southbound Kanarraville Rest Area***
- ***Thompson Welcome Center***

C. Facility Patron Survey

The survey effort targeted three patron groups; general motorists, commercial vehicle drivers, and public/private partnership rest stop patrons.

Survey instruments were developed using information from other research studies performed around the country, through interviews and outreach efforts, and with feedback from the technical and advisory committees.

Facility patron surveys were conducted in an effort to document:

- Key road user decision factors
- Desired facility features and services
- Short and long term rest needs and behavior patterns
- Perceptions of existing facilities
- Feedback on rest areas versus public/private partnership rest stops

Appendix 2C provides a detailed summary of the survey effort and findings along with samples of each survey instrument.

1. Summary Findings and Conclusions

   Survey findings indicate that the facilities, as a whole, function well when considering the needs of the motoring public and the services and features provided.

   A general summary of the key survey findings is provided below.

   a. Traveler Needs

      The most important needs of travelers when they are deciding where and when to make stops are:

      - Gas/Fuel
      - Restrooms
      - Food
      - Stretch or walk around

      Of these four most important needs of travelers, only two can be fulfilled at a public rest area while all can be served with a service station type facility.

      It is concluded that traveler's primary needs are being fulfilled through the highway rest facilities. Findings support the effort to expand the public/private partnership rest stop program in an effort to better fulfill traveler needs.

   b. Daytime versus Nighttime Facility Preference

      Travelers' preferences toward using a rest area versus a public/private partnership rest stop change from the daytime to the nighttime. At night, there is a notable shift in preference toward using public/private partnership rest stops for all travel purposes.

      It is concluded that elements such as lighting and security presence are important elements of public facilities when considering nighttime conditions.

      It is also concluded that public/private partnership rest stop facilities fill an important need during nighttime

conditions due to motorist familiarity, lighting, and security conditions.

c. Amenities and Features

In terms of amenities or features, the survey indicated that the most important features to travelers are:

- Restrooms
- Convenience to highway
- Easy to get in and out of site
- Safe environment or security presence
- Well-lighted parking lot

The least important features are:

- Pet exercise area
- Sufficient automobile parking
- Sufficient RV parking
- Vending machines
- Public phones

It is concluded that the facility features currently provided are generally adequate. The lower importance ranking of some features relates more to the lower percentage of motorists who use these features rather than the overall importance of the feature itself. The motorists using these features consider them to be very important.

d. Commercial Drivers

Commercial drivers indicated that they prefer to use a rest area for the following purposes:

- Take a short break
- Use the restroom

For all other purposes, they either had no preference or preferred to use a private truck stop.

The most important features that commercial drivers need when they stop are:

- Restrooms
- Convenience to highway
- Easy to get in and out of site
- Showers
- Safe environment or security presence

The least important features to commercial drivers are:

- Picnic areas
- Entertainment facilities
- Vending machines

- Lounge area

It is concluded that public and private facility features provided are generally adequate. However, commercial truck drivers feel there is a general need to increase the number of convenient and safe truck parking stalls at public facilities.

e. Public/Private Partnership Rest Stop Facilities

The most common reasons respondents chose to stop at a public/private partnership rest stop instead of a typical rest area are:

- Gas/Fuel
- Prefer to use the restrooms at that location
- To get some food
- Feel safer stopping here

When given a list of features and asked to compare those features at the public/private partnership rest stop to the same features at a rest area, respondents indicated on average that each feature rated better at the public/private partnership rest stop with the exception of:

- Pet exercise areas
- Shade, trees, or other landscaping

When asked how well the public/private partnership rest stop facilities meet the overall needs of travelers as compared to rest areas, respondents indicated that the public/private partnership rest stop facilities do a very good job of meeting the needs as compared to rest areas (4.1 on a scale of one to five).

A questionnaire was also distributed to the public/private partnership rest stop owner's in an effort to understand their views of the program.

Owners generally indicated that they are satisfied with their participation in the program. They note that traffic at their facility has increased along with their sales volume, two important outcomes from a private sector perspective. Owners also indicated that costs related to supplies and maintence have increased.

It is concluded that public/private partnership rest stop facilities are effective in meeting the needs of the traveling public. It is also concluded that these facilities are economically viable from a private sector perspective.

It is recommended that UDOT continue to develop and expand the public/private partnership rest stop program as an effective element of the Highway Rest Facility System.

2.3 Design Concepts

With sixty-three highway rest facilities, there are numerous opportunities to link facilities to the myriad scenic, cultural and historic elements that exist in the communities and regions throughout the state.

UDOT developed layout and design standards for rest area and welcome center facilities to improve the design and construction process as well as assist with traveler recognition.

A perceived drawback to this approach is the limitation to customize the "standard plan" to maximize the surrounding cultural, scenic, and site environmental opportunities. These facilities represent some of the state's best opportunities to enhance and elevate visitor and tourist experiences while in Utah.

Another issue is that a standard plan may limit the ability to utilize Federal Transportation Enhancement Funds for facility upgrades and construction activities (refer to **Plan document Section 3.2, A** for additional information regarding Federal Transportation Enhancement Funds).

The Texas Department of Transportation (TxDOT) addressed similar issues as a part of their 1999 Safety Rest Area Program. Their rest area system had become dated and in need of modernization. Some new rest areas were needed while some existing facilities were in need of select upgrades and reconstruction.

The TxDOT Program was written around the Federal Transportation Enhancement Activities outlined by the Federal Highway Administration in their publication A Guide to Federal Aid Programs and Projects. This effort has resulted in the construction of twenty rest area facilities totaling over $70 Million in Federal Transportation Enhancement Funds. TxDOT spends approximately twenty-five percent of their total Federal Transportation Enhancement Funds allocation on rest area related projects.

UDOT received approximately $6.5 million in Transportation Enhancement Funds in 2006. Of this amount, one-third ($2 million) was allocated for use by UDOT regions on eligible projects. The remaining two-thirds ($4.5 million) was available to cities and counties by application to UDOT's Enhancement Advisory Committee (EAC).

Design concepts similar to those developed by TxDOT are included below. These concepts are a key element of the Plan.

It is recommended that wherever possible, UDOT should incorporate the following design concepts into all highway rest facilities.

Black Dragon Canyon

A. Scenic Locations

Facility spacing along Utah's primary travel corridors is an important issue as it relates to facility location. Perhaps the most important variable in determining the exact location is the scenery. A pleasant natural terrain is the feature that can only be provided through site selection. Pleasing vistas, interesting rock outcroppings, or relaxing tree-shaded locations are examples of location selection.

B. Pedestrian Features

Long monotonous trips give drivers little chance to stretch their limbs. It is UDOT's intent to provide pedestrian features at newly constructed and renovated rest areas. This should be accomplished by providing playground equipment, exercise stations or walking trails with educational and historical plaques describing the flora and fauna native to the particular region or archeological displays that might be related to the specific location.

Echo Canyon Rest Area

C. Landscaping

UDOT should provide appropriate landscaping at highway rest facilities. Through the use of landscaping materials native to the area, maintenance costs will be reduced while providing travelers with an opportunity to observe Utah's divers range of plant types. Whether observing Great Basin and Canyonlands sagebrush or gamble oak of the mountain valleys, the rest facilities will offer a unique experience.

Native Landscape Elements at the Thompson Welcome

D. Historic Preservation

UDOT should seek after locations of historical interest for facility placement. Through project design coordination with local and state historical societies, it may be possible to include items of historical interest with facility upgrades and new facility construction. Perhaps an old bridge or historic building that is no longer in service could be preserved as a part of a highway rest facility project.

Display areas with local historical information and plaques may provide another opportunity to inform and educate travelers as to Utah's rich and abundant history.

Historic Barn in Richmond, UT

E. Regional Vernacular

Castle Ruin at Hovenweep National Monument

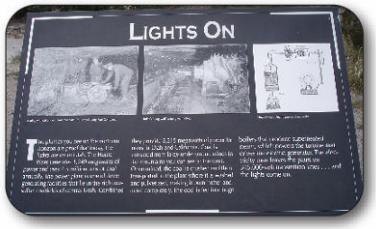
Utah has been influenced by many different cultures. These cultures are often reflected in the local and regional architecture. From the Native American influences of the Ute, Paiute, Goshute, Shoshone, and Navajo tribes to the varied heritages of the Mormon pioneers and Utah's mining and railroad workers.

Wherever possible, elements of the region's architecture or cultural influence should be recognized in the highway rest facility design. Buildings and site elements should have appropriate "look and feel" elements for the area.

Additional features such as murals can be added to highlight site specific interests and reinforce indigenous themes.

F. Safety and Educational Activities

Maps, weather and highway conditions, driving directions, and other travel related subjects represent a sampling of items that can be shared with motorists. UDOT has a wealth of highway safety information that is well suited for distribution at highway rest facilities. In cooperation with area civic groups the traveler could also learn about the areas culture, environment, geology, history, industry, plants, wildlife, and nearby points of interest.



Ghost Rocks View Area Interpretive Information on Local Coal Operations

G. Environmental Issues

Protecting and enhancing the environmental features for each rest facility is of critical importance. Activities including habitat conservation can provide travelers with an opportunity to obtain a first hand look at nature. Design of water, wastewater and drainage systems that have minimal impact on the environment should be used. Some design elements may even provide the opportunity to enhance or repair disturbed areas.

Weber River adjacent to the Weber Canyon Rest Area

Demonstration projects should be developed so travelers can learn about solar power, wind power, alternate water and wastewater treatment and disposal methods and other unique subjects. New and renovated facilities should use recycled or on-site construction materials to enhance opportunities for resource conservation.

2.4 Facility Features

Facility features play an important role in merging the need to provide a facility that emphasizes the safety aspects of moving people and goods with showcasing the unique identity and character of the State's diverse culture, environment and activities. The design concepts guide the process of deciding which features to provide at a given facility.

For the purposes of this Plan, facility features include facility structures, utility systems, parking areas, internal signing, landscaping, lighting, and traveler services.

Features provided shall be consistent with the design concepts, the AASHTO Guide for Development of Rest Areas on Major Arterials and Freeways, and the Utah Rest Area and Welcome Center Prototypes.

Features are generally categorized by facility type and are classified as minimum features to be provided or additional features that may be provided under special circumstances.

The following sections describe current features, new features and recommended features for facilities.

A. Current Features

The UDOT minimum and additional facility features currently provided are summarized in **Appendix 2D** along with a comprehensive list of typical and emerging features that may be provided at facilities.

B. New Features

Of the many features that are available to use at highway rest facilities, the following three were seen as having the greatest potential for positive impact if implemented as standard features at Utah highway rest facilities.

It is recommended that the following features be incorporated into highway rest facilities.

A brief summary of these features is included below. Additional details are provided in **Appendix 2D**.

1. Wireless Internet (Wi-Fi)

Many states are offering Wi-Fi access at their rest area and visitor/welcome center facilities for use by the public. The feedback from agency representatives and motorists has been overwhelmingly positive.

This service provides motorists with free access to such items as road maps, weather and road condition information, tourist information, and travel and safety tips. Additional internet access, beyond the initial road information page, is often offered to motorists via subscription with a third party internet provider.

A key element of this feature is that all equipment, maintenance and technical support is generally provided by the third party internet provider at no cost to the state. In some instances, a percentage of the profits from subscriptions are paid to the department of transportation.

The primary purpose of the feature is to make real time traveler information available to the motoring public free of charge and in a manner that encourage drivers to make regular stops and return to the road rested and more alert.

The feature also provides additional opportunities for such items as video surveillance as well as upload and download capabilities for maintenance personnel, highway patrol officers, and other official purposes.

2. Playground Equipment

Playground equipment has become a common and important enhancement feature provided at many rest area and welcome center facilities throughout the United States.

The primary purpose of the feature is to provide an activity for children and families that encourages drivers to make regular stops and return to the road rested and more alert.

Similarly, exercise stations and paths may be provided for adults. This aids in refreshing and revitalizing motorists so they are more alert when they return to the road.

3. Interpretative Displays and Related Information

In keeping with the design concepts, there is a wealth of information that is well suited for distribution at highway rest facilities. Interpretive displays could feature an area's culture, environment, geology, history, industry, plants, wildlife, or nearby points of interest.

The displays could be combined with activities that provide motorists with an opportunity to obtain a first hand look at nature. The activities could feature a demonstration project related to solar power, wind power, alternate water and wastewater treatment or disposal methods.

C. Recommended Features

The following are recommended minimum and additional features, grouped by facility type that should be incorporated into existing and future highway rest facilities. New features are designated with bold and italicized text.

It is important to note that all features should be included in accordance with the design concepts.

1. View Area

The recommended minimum features for view area facilities include:

- Pit toilets
- Paved parking area
- Adequate advanced signing
- Internal directional signing
- ADA accessible
- Trash receptacles
- Adequate ramp system or driveway into and out of the paved parking area
- ***Parking area lighting***
- ***Sidewalks***

Additional features that may be provided include:

- Picnic tables and shelters
- ***Emergency telephone***
- ***Interior restroom lighting***
- ***Playground equipment***
- ***Exercise stations***
- ***Wi-Fi access***
- ***Landscaping with native vegetation and natural materials***
- ***Interpretive signing, displays, trails, exhibits and location information***

2. Rest Area

The recommended minimum features for rest area facilities include:

- Flush toilets
- Paved parking area

- Interior and exterior lighting
- Drinking water
- Adequate ramp system or driveway into and out of the paved parking area
- Adequate advanced signing
- Internal directional signing
- ADA accessible
- Trash receptacles
- Sheltered picnic tables/area
- Location information (state map), displays and exhibits
- Landscaping with native vegetation, natural materials and irrigation system
- Separation of vehicles and pedestrians
- ***Interpretive signing, displays, trails, exhibits and location information***
- ***Wi-Fi access***

Additional features that may be provided include:

- Family style restrooms
- Designated pet exercise area
- On-site maintenance personnel
- Pay Telephones
- ***Separate truck and automobile parking areas***
- Vending machines
- ***Tourist and traveler information***
- ***Sculptures or other artwork***
- ***Playground equipment /exercise stations***

3. Welcome Center

The recommended minimum features for welcome center facilities are the same as those required for rest areas with the following additions:

- Vending machines
- Trained tourism representatives
- Statewide, regional, and local tourist, and historical information as a fixed display or brochure
- ***Separate truck and automobile parking areas***
- ***Family style restrooms***
- ***Designated pet exercise area***
- ***On-site maintenance personnel***

Additional features that may be provided include:

- Interior computer kiosks
- ***Sculptures or other artwork***

4. Public/Private Partnership Rest Stop

The recommended minimum features to be provided by the private entity include:

- Placement of state approved highway memorial markers at the

appropriate location onsite
- Well lit and marked pedestrian access between parking areas and business facilities
- Restroom facilities with ten stalls if adjacent to I-15 (five mens, five womens)
- Restroom facilities with eight stalls if adjacent to non-I-15 highways (4 mens, 4 womens)
- Twenty-four hour a day, 365 days per year operations
- No sexually oriented vending machines in restrooms
- A minimum of one on-site employee at all times
- ADA accessible facilities
- One drinking fountain
- ***Signs placed in conspicuous locations indicating that the traveling public may use the rest room facilities free of charge***
- ***Well lit and secure facilities and parking areas***
- ***Picnic tables and shelters***
- ***Separate parking by vehicle type (commercial trucks/RV's and automobiles) per AASHTO guidelines***
- ***A minimum of 500 square feet of regularly maintained grass and/or other appropriate landscaping***
- ***A minimum of two telephones in good working order***
- ***Driveway and access designed in accordance with UDOT standards***
- ***Adequate parking to meet a projected 10-year demand for commercial trucks and automobiles based on AASHTO guidelines***
- ***State and regional tourist information (provided by the Utah State Office of Tourism)***

Additional features that may be provided include:

- Landscaping with native vegetation, natural materials and irrigation system
- ***Playground equipment /exercise stations***
- ***Wi-Fi access***
- ***Family style restrooms***
- ***Designated pet exercise area***
- ***On-site maintenance personnel***
- ***Interpretive signing, displays, trails, exhibits***

5. Public/Public Facility

With these facilities, UDOT generally provides resources for land acquisition activities, facility construction, and/or additional facility features. Generally, these facilities are operated and maintained by the partnering entity.

In these situations, minimum and additional features should continue to be determined on a case-by-case basis in cooperation with the partnering entities and in accordance with the design concepts.

Where UDOT is the primary participant in the development of public/public facilities, it is recommended that these facilities incorporate minimum and additional features as appropriate for the site and in accordance with the design concepts.

Minimum features may include:

- Flush toilets
- Paved parking area
- Interior and exterior lighting
- Drinking water
- Adequate ramp system or driveway into and out of the paved parking area
- Adequate advanced signing
- Internal directional signing
- ADA accessible
- Location information (state map), displays and exhibits
- Separation of vehicles and pedestrians
- Trash receptacles Landscaping with native vegetation, natural materials and irrigation system

Additional features that may be provided include:

- Sheltered picnic tables/area
- Interpretive signing, displays, trails, exhibits and location information
- Playground equipment /exercise stations
- Wi-Fi access
- Family style restrooms
- Vending machines
- Designated pet exercise area
- On-site maintenance personnel
- Pay Telephones
- Separate truck and automobile parking areas
- Tourist and traveler information
- Sculptures or other artwork
- Interior computer kiosks

6. Port of Entry

In addition to the features provided by the Motor Carries Division for inspections, it is recommended that Port of Entry facilities provide:

- Paved parking areas for short and long-term *commercial truck parking*
- Restrooms
- Lighting
- Trash receptacles
- On-site personnel
- ***Wi-Fi access***

2.5 Design, Operations and Maintenance Criteria

In general, facility design, operations and maintenance criteria should be consistent with the design concepts and the AASHTO Guide for Development of Rest Areas on Major Arterials and Freeways. The latter publication serves as an excellent resource on a wide variety of facility criterion.

In completing the literature review, facility inventory, and patron survey, it was evident that specific guidance regarding facility spacing, signing, operations and maintence of UDOT facilities was necessary and appropriate as follows.

A. Urbanized Area Facilities

In 1996 UDOT closed a rest area facility pair on I-15 in American Fork. Key issues leading to the closure included the fact that the facility locations were well within the Provo/Orem urbanized area, the Cities of Pleasant Grove and Lindon were coordinating with UDOT on plans for a new interchange at the same location, and there were significant maintence and crime related issues.

This decision on the part of the Transportation Commission set an informal policy that UDOT would not construct or maintain highway rest facilities within urbanized areas.

An urbanized area is a city or group of cities with population in excess of 50,000 as designated by the U.S. Census Bureau. There are five urbanized areas in Utah; Salt Lake, Ogden, Provo/Orem, Logan and St. George. These general areas are identified in **Figure 1**.

Traveler and motorist issues in urbanized areas are significantly different from those common in less densely populated parts of the state. Key issues include differences in a motorist's primary trip purpose, the availability and cost of land, security, and competition with private business.

Many states, including Iowa, Kentucky, and Maine, have similar policies regarding urbanized area rest areas. These states cite, in general, that private sector services adequately meet the needs of general motorists and commercial truck drivers within urbanized areas.

It is recommended that UDOT formalize its policy not to construct or maintain highway rest facilities within urbanized areas.

B. Facility Spacing

Facility spacing is measured as the distance between successive highway rest facilities as well as the distance between a highway rest facility and an adjacent urbanized area boundary.

As indicated in Section 2.2 B, facility spacing is one of several important factors that should be considered when evaluating the importance of a highway rest facility.

Highway system rest facilities should be spaced so as to provide frequent and appropriate opportunities for motorists to stop and return to the road rested and more alert.

The AASHTO Guide for Development of Rest Areas on Major Arterials and Freeways recommends desirable spacing of sixty miles between rest area facilities. The Guide also points out that professional judgment should be used in considering and determining final spacing distances.

Since Utah's highway rest facility system includes facilities in addition to rest areas, spacing guidelines should accommodate a mix of facility types along a given corridor.

With welcome center, view area, public/public, and port of entry facilities, spacing is generally not a primary consideration when choosing a location. Welcome center facilities are located along primary highways near Utah's borders. The location of view area and public/public facilities is based primarily on the location of unique and significant attractions, views, vistas and scenery. Port of entry facilities are located in areas where they can best fulfill their important role and generally provide services for a smaller segment of the motoring public.

Public/private partnership rest stop facilities are unique in that their location and frequency is not dependent upon the availability of UDOT funds to plan, design, construct or maintain the facility.

Candidate private commercial truck stops and service station facilities seek out locations adjacent to key highway facilities and become natural highway rest facility system partners.

The spacing of these facilities is only limited by the availability of candidate businesses. However, they should be spaced so as to encourage participation from the private sector, ensure the appropriate distribution of patron traffic, and maintain their image and credibility as an effective highway rest facility.

It is recommended that the spacing between Highway Rest Facilities should be a maximum of one hour based on drive time. For interstate facilities this generally represents a maximum distance between 60 to 75 miles. For non-interstate facilities, the maximum distance generally ranges from 50 to 65 miles.

On routes where public/private partnership rest stops are provided, an approximate half hour drive time spacing between the public/private partnership rest stop and adjacent facilities is recommended as appropriate.

It is also recommended that Port of Entry facilities not be considered when evaluating spacing due to the limited population served and the limited services provided.

In looking at facility spacing, it is important to consider all of the facilities along primary highway routes. A given route may include one or multiple highway corridors.

C. Advanced Signing

A key element of the Plan involved identifying high fatigue related crash segments on highway facilities (refer to **Appendix 2B** for additional information). As a part of this effort, it was noted that many of the highway

segments with high fatigue related crash experience are adjacent to or near highway rest facilities.

It was concluded that motorists may not be receiving adequate advanced notification regarding the existence of, distance to, or features provided at highway rest facilities.

Signing is a primary source of information for highway motorists and should provide adequate advanced notification. Standards and guidelines related to signing are published by the Federal Highway Administration (FHWA) in their Manual on Uniform Control Devices (MUTCD). Standards and guidelines for signage that is unique to the State of Utah is presented in the UDOT Sign Manual.

1. MUTCD Advance Guide Sign Standards

   The standard, as outlined in the MUTCD, is that the advanced guide sign for a rest area, view area or welcome center facility should be placed one mile and/or two miles in advance of the facility.

   In addition, between the rest area advance guide sign and the gore of the rest area exit, there may be an additional rest area sign (MUTCD D5-1b) with the words NEXT RIGHT or an arrow being included as part of the message.

   To provide the motorist with information on the location of succeeding rest areas, a NEXT REST AREA XX MILES (D5-6) sign may be installed independently or as a supplemental sign panel mounted below one of the REST AREA advance guide signs.

   It is recommended that advance signage be provided in accordance with the MUTCD.

2. Additional Advance Sign Placement Guidelines

   Every effort should be made to enhance the safety aspects of rest area, welcome center and view area facilities and decrease fatigue related crashes.

   As such, ***the following advanced guide sign recommendations, in addition to those specified in the MUTCD, should be provided***.

   For interstate highways, the initial advanced guide sign should be located a minimum of three miles in advance of the facility. For non-interstate highways, the initial advanced guide sign should be located a minimum of two miles in advance of the facility. Additional advanced guide signs should be located per the MUTCD.

   Where wireless internet services or other unique services are provided, the Wi-Fi General Service Sign (or similar) should be mounted in accordance with the MUTCD.

   Where appropriate, rest area, welcome center and view area facilities should be included in appropriate distance signs

(MUTCD D2-2 and D2-3 Series). They should not be included in situations where adjacent facilities are separated by an urbanized area.

3. Drowsy Driver Signage

Ongoing efforts by the UDOT Traffic and Safety Division to improve and enhance highway safety throughout the state has led to the development and implementation of drowsy driver signage.

Initial Advance Drowsy Driver Sign

Drowsy driver signage includes three signs placed at one-half mile intervals, with the middle sign being placed five miles in advance of a rest area, welcome center or view area facility.

Second Advance Drowsy Driver Sign

The objective of the signage is to get the attention of drowsy drivers and clearly convey information on where they can rest. The signage serves a secondary purpose of educating and reminding all motorists about the dangers of driving drowsy.

A study performed by UDOT Traffic and Safety Division indicates that the signage is effective in reducing the overall number or crashes, fatal crashes, and crash severity on the highway segments where the signage is installed (See **Appendix 2E**).

Third Advance Drowsy Driver Sign

It is recommended that drowsy driver signs be considered for installation on highway facilities where fatigue related crash rates and the percentage of fatigue crashes to total crashes is high (fatigue rates greater than 0.25 fatigue crashes per million vehicle miles of travel; greater than 20% fatigue crashes to total crashes.

4. Public/Private Partnership Rest Stop Facilities

UDOT developed customized advanced signing related to these facilities.

The current advance interstate signs identify the interstate exit number, highlight the term REST STOP, display the logo, and note the term PUBLIC/PRIVATE PARTNERSHIP.

Additional signage is provided along the off-ramp and displays the logo, highlights the term REST STOP, includes the message COURTESY OF UDOT/PRIVATE PARTNER, and has an arrow indicating the direction of travel to the facility.

Private partners often use the public/private partnership rest stop logo and term in private advertisements and private facility signage.

It is recommended that UDOT develop rules or appropriate legislation that limits the use of the phrase "Rest Stop" and

"Public/Private Partnership" on a business' premises, on-site private signage, and advertising media to only those businesses participating in the Program.

D. Operations and Maintenance

The key operations and maintence criteria areas that are specific to UDOT include maintenance responsibilities, on-site personnel, facility preservation program, seasonal operations, use by non-profit service organizations, and joint use opportunities.

The following sections summarize key criteria for each area.

1. Maintenance Responsibility

The following sections outline maintence responsibilities carried out by UDOT and its partner entities.

a. UDOT Complex and Regions

Maintence responsibilities for rest area, welcome center, view area, and port of entry facilities fall under the jurisdiction of UDOT.

Port of entry facilities are maintained by the UDOT Motor Carriers Division. A statewide UDOT maintence contractor or UDOT region maintence personnel maintain the remaining facility types.

In 1998, the UDOT Operations Division advertised and awarded a statewide maintence contract for most of the rest area, welcome center and view area facilities. This process of contracting out maintenance services continues today. This action substantially improved the overall public image of these facilities and is helping to extend the useful life of the facilities.

The UDOT Operations Division performs routine inspections of facilities. During these inspections, facility elements are graded on a scale of A to F as a part of UDOT's Maintenance Management Quality Assurance (MMQA) program. This process helps ensure quality performance on the part of the contractor.

The State of Utah Division of Facilities Construction and Management (DFCM) is the State agency responsible to oversee preventive maintenance activities in coordination with the contractor.

Four of the current thirty-nine rest area, welcome center and view area facilities are maintained by UDOT Region maintence personnel or Region maintence contractors. These facilities include:

- Silver City Rest Area (UDOT Region 3)
- Hoover Rest Area (UDOT Region 4 – Richfield District)
- Pines Rest Area (UDOT Region 4 – Richfield District)

- Oak Springs Rest Area (UDOT Region 4 – Richfield District)

It is recommended that UDOT continue to maintain the highway rest facilities in the manner outlined above.

b. Partner Entities

Public/private partnership rest stop facilities are maintained by the private entity in accordance with their contractual obligations with UDOT.

One of the defining characteristics of the current public/public facilities is that UDOT's partner entity performs all maintenance related activities.

It is recommended that additional guidance related to the maintenance of public/public facilities be developed as future partnering opportunities arise.

2. On-Site Personnel

As evidenced by the findings of the facility patron survey, security is an important issue at all highway rest facilities. Providing on-site personnel is one of the most effect ways to increase the overall sense of security and reduce the likelihood of vandalism and crime.

On-site personnel also serve an essential role in performing routine maintenance tasks such as emptying trash receptacles, restocking paper supplies, maintaining landscaping and keeping the facility clean and operable. This is a key element related to enhancing travelers overall impression of the facility.

Currently, on-site personnel are provided at all of the facilities being maintained by UDOT's maintenance contractor. Duty hours, or the hours that on-site personnel are present, vary by facility and season. Duty hours generally begin at 7:00 am, seven days a week.

From May 15 through September 15, duty hours by facility type are as follows:

- 12 hours at all welcome center facilities
- 12 hours at the busiest rest area facilities (NB and SB Lunt Park, NB and SB Kanarraville, Tucker, Crescent Junction, Ivie Creek, EB and WB Grassy Mountain, Bear Lake Overlook, and Perry)
- 8 hours at all other rest area facilities
- 2 hours at all view area facilities

From September 16 through May 14, duty hours by facility type are as follows:

- 12 hours at welcome center facilities, with exception of the Thompson and Jensen Welcome Centers which are 8 hours
- 12 hours at the busiest rest area facilities (NB and SB Lunt Park, NB and SB Kanarraville, and Perry)
- 8 hours at all other rest area facilities

- 2 hours at all view area facilities

As outlined, maintenance personnel are on-site during the peak hours of the day and seasons.

It is recommended that UDOT continue to provide on-site personnel and duty hours in accordance with current practices.

For public/private partnership rest stop facilities, a minimum of one on-site personnel is available twenty-four hours a day, seven days a week, 365 days a year per UDOT contract obligations.

For public/public facilities on-site personnel are available during regular business hours at the Cannonville, Red Canyon and Escalante Visitor Centers. No on-site personnel are provided at the Blanding or Emery facilities.

3. Facility Preservation Program

It is important that UDOT continue efforts to preserve its highway rest facilities. It is certainly more cost effective to preserve the existing facilities than to let them deteriorate to the point of replacement. The current UDOT statewide maintenance contract has helped in this preservation process through the completion of regular maintenance activities.

In addition to typical maintenance activities, there are dozens of additional preservation activities that should be considered as a part of this Plan and the future Program. Some of these activities may include:

- Elimination of trip hazards
- Replacement of damaged concrete
- Inspection and upgrading of septic, water, plumbing, and electrical systems

Based on the current condition of the system, it is estimated that an initial five year concerted effort is required to address the primary activities. Preservation activities could continue after this initial five-year period, but at a more moderate schedule.

It is recommended that UDOT prepare a Highway Rest Facility Preservation Program that formally documents the preservation activities, facilities, and associated costs and schedules.

For the purpose of this Plan, planning level preservation program and activity costs by time frame are included in **Table 2 and Table 3**.

4. Seasonal Operations

All of the highway rest facilities are open twenty-four hours a day, seven days a week, and 365 days a year with the exception of the following facilities.

- Silver City, Hoover, Oak Springs and Pines Rest Areas – These facilities are locked/closed during winter months

- Port of Entry Facilities – Those facilities serving primarily intrastate traffic have variable hours of operation based on daily and seasonal factors
- Public/Public Facilities – Hours of operation vary by day or week and season

It is recommended that UDOT work with public partners to explore options that would provide twenty-four hour a day, seven day a week, 365 day a year access to basic services such as restrooms, drinking fountains and telephones.

5. Involvement of Non-Profit Service Organizations

   Many states allow various non-profit and local civic organizations or groups to dispense items such as coffee, snacks and drinks to rest area, welcome center and view area patrons. These activities are allowed only with prior authorization and in accordance with UDOT policy.

   As a general rule, these groups do not sell items but accept donations for the services rendered.

   These activities are often viewed as a means of improving safety through providing additional reasons for motorists to stop and services that help improve driver alertness. These activities also have the potential to increase public awareness of, attention to, and appreciation for the highway rest facilities.

   Some states such as Texas and Minnesota have also implemented Adopt-A-Rest Area programs similar to the Adopt-A-Highway program. Civic groups and service organizations assist with activities such as:

   - Trash removal and litter pick-up
   - Recycling efforts
   - Cleaning and maintence of picnic areas, walkways, and landscaping

   The primary purpose of an adopt-a-rest area program is to provide opportunities to increase public awareness of and responsibility for Utah's highway rest facilities. It also serves to enhance completion of maintenance activities in conjunction with UDOT's statewide maintenance contractor.

   It is recommended that UDOT further explore development and implementation of a formal program and agreement defining policies and applicant requirements related to donation type services and Adopt-A-Rest Area activities.

6. Joint Use Opportunities/Facilities

   Joint use facilities represent an area of great potential. The topic is applicable to both public/private and public/public partnership opportunities. It has the potential to provide a means of effectively combining and maximizing resources while appropriately sharing responsibilities.

Current public/private partnership rest stops and public/public facilities are good examples of what can be accomplished through joint use opportunities.

Iowa, Nebraska, Minnesota and North Dakota have all successfully developed these types of facilities. For the purposes of this Plan, these facilities are referred to as Rest Area Off-Interstate Public/Private Partnerships (ROP3) facilities. **Appendix 2F** provides additional detailed information.

ROP3 facilities are rest area, welcome center or interpretive center facilities located off interstate right-of-way that are developed and maintained through a public/private partnership. The public private partnership may consist of federal, state and local agencies, non-profit organizations and/or private businesses entities.

It is recommended that UDOT continue exploring opportunities to partner with federal, state and local agencies, non-profit organizations and private businesses to develop joint use facilities. This includes further development and formalization of partnering policies, procedures, and criteria beyond those provided through UDOT's current programs.

It is also recommended that UDOT specifically focus this effort towards new facilities and facilities in need of major upgrades or reconstruction.

2.6 Facility Specific Recommendations, Time Frames, and Cost

The following is an overall summary of costs by timeframe and improvement type. Costs reflect current year (2006) dollars and should be adjusted for inflation.

A. Immediate (0 through 1 yr)

The cost associated with immediate recommendations is $392,000. This cost is associated with sign installation activities, a detailed location study for the Tucker Rest Area facility, and preservation activities.

B. Near-Term (2 through 5 yrs)

The total cost for near-term recommendations is approximately $20,900,000. Specific improvements and costs are as follows:

- Signing ($153,000)
- Playground equipment and interpretive displays ($1,260,000)
- Site specific studies ($50,000 – Echo Canyon Rest Area and Echo Welcome Center)
- Construct new parking at seven existing facilities ($10,500,000 – NB & SB Kanarraville Rest Areas, NB & SB Lunt Park Rest Areas, Perry Rest Area and Brigham Welcome Center, Kimball Junction No Services View Area)
- Permanently remove closed rest area elements at two facilities ($2,000,000 – Pine Creek and Dog Valley Rest Areas)

- Purchase land for St. George Welcome Center replacement facility ($2,000,000)
- Construct a new joint use facility to replace the Tucker Rest Area facility ($4,000,000)
- Preparation of a highway rest facility preservation program ($100,000)
- Preservation activities ($800,000)

This represents an annual investment of approximately $5.2 million per year from year two through five.

Of the total it is estimated that $7,260,000, or approximately $1.8 million annually, could be funded through Transportation Enhancement funds.

C. Mid-Term (6 through 10 yrs)

The total cost for mid-term recommendations is $10,780,000. Specific improvements and costs are as follows:

- Playground equipment and interpretive displays ($280,000)
- Construct new joint use facilities to replace the Ivie Creek and EB & WB Salt Flats Rest Area facilities ($8,000,000)
- Convert old EB & WB Salt Flats Rest Area facilities to truck parking only facilities ($2,000,000)
- Preservation activities ($500,000)

This represents an annual investment of approximately $2.15 million per year from year six through ten.

Of the total it is estimated that $8,280,000, or approximately $1.7 million annually, could be funded through Transportation Enhancement funds.

D. Long-Term (11 through 20 yrs)

The total cost for long-term recommendations is $21,000,000. Specific improvements and costs are as follows:

- Construct new Echo Canyon Rest Area facility at a different location ($6,000,000)
- Permanently remove the old Echo Canyon Rest Area facility elements ($1,000,000)
- Construct a new joint use facility to replace the Perry Rest Area and Brigham Welcome Center facilities ($4,000,000)
- Convert old Perry Rest Area and Brigham Welcome Center facilities to truck parking only facilities ($2,000,000)
- Construct new joint use facility to replace the Crescent Junction Rest Area and Thompson Welcome Center facilities ($4,000,000)
- Permanently remove the old Perry Rest Area and Brigham Welcome Center facility elements ($2,000,000)
- Reconstruct the Echo Welcome Center building and related structures ($1,500,000)
- Preservation activities ($500,000)

This represents an annual investment of $2.1 million per year from year eleven through twenty.

Of the total it is estimated that $15,500,000, or approximately $1.6 million annually, could be funded through Transportation Enhancement funds.

Table 2 and Table 3 summarizes specific facility recommendations and provides timeframes as well as planning level cost estimates.

Table 2: Highway Rest Facility Recommendations **Part 1 of 10**

Facility Type	Facility Name/ Critical Issue Ranking	Map Number & Highway	Timeframe and Recommendations			
			Immediate (0 through 1 year)	**Near-Term (2 through 5 years)**	**Mid-Term (6 through 10 years)**	**Long-Term (11 through 20 years)**
Rest Area	Shingle Creek / 29	1 US-89		• Improve signage - Install "Rest Area 2 mile" in advance of the facility (**$2,500**) • Use of enhancement funds to provide - Cultural, historic displays (**$40,000**) - Provide playground equipment (**$40,000)**	• Explore opportunities to partner with U.S. Forest Service, National Park Service, State Parks, or Utah Heritage Highway 89 Alliance related to current operations and maintenance as well as future improvements	• Remove as official highway rest facility or schedule closure if joint use arrangements are not feasible
	Kanarraville (NB) / 21	2 I-15		• Wi-Fi internet access - Through contract with third party provider - Signage (**$500**) • Improve signage - Install "Rest Area 3 miles" in advance of the facility (**$1,500**) - Include "Next Rest Area XX Miles" sign with advance signing above (**$500**) - Include facility in destination signing north of St. George (**$15,000**) • Use of enhancement funds to provide - Cultural and historic displays (**$50,000**) - Provide playground equipment (**$50,000)** - Expand truck parking – 15 spaces (**$1.5M**)		
	Kanarraville (SB) / 18	3 I-15		• Wi-Fi internet access - Through contract with third party provider - Signage (**$500**) • Improve signage - Install "Rest Area 3 miles" in advance of the facility (**$1,500**) - Include facility in destination signing south of the Lunt Park Rest Area (**$15,000**) • Use of enhancement funds to provide - Cultural and historic displays (**$50,000**) - Provide playground equipment (**$50,000)** - Expand truck parking – 15 spaces (**$1.5M**)		

Note: Costs are in 2006 dollars

Table 2: Highway Rest Facility Recommendations (Cont.) **Part 2 of 10**

Facility Type	Facility Name/ Critical Issue Ranking	Map Number & Highway	Timeframe and Recommendations			
			Immediate (0 through 1 year)	**Near-Term (2 through 5 years)**	**Mid-Term (6 through 10 years)**	**Long-Term (11 through 20 years)**
Rest Area	Pines / 38	4 SR-12		• Explore potential to create a joint use agreement with U.S. Forest, National Park Service, and/or State Parks, related to current operations and maintenance as well as future improvements • Schedule closure if joint use arrangements are not feasible		
	Lunt Park (NB) / 16	5 I-15	• Install drowsy driver signs (**$15,000**)	• Wi-Fi internet access - Through contract with third party provider - Signage (**$500**) • Improve signage - Include "Next Rest Stop XX Miles" sign with 1 mile advanced sign (**$500**) - Include facility in destination signing north of Cedar City (**$15,000**) • Use of enhancement funds to provide - Cultural, historic displays (**$50,000**) - Expand truck parking – 20 spaces (**$2M**) - Provide playground equipment (**$50,000)**		
	Lunt Park (SB) / 20	6 I-15	• Install drowsy driver signs (**$15,000**)	• Wi-Fi internet access - Through contract with third party provider - Signage (**$500**) • Improve signage - Include "Next Rest Area XX Miles" sign with 1 mile advanced sign (**$500**) - Include facility in destination signing south of Beaver (**$15,000**) • Use of enhancement funds to provide - Cultural, historic displays (**$50,000**) - Expand truck parking – 20 spaces (**$2M**) - Provide playground equipment (**$50,000)**		

Note: Costs are in 2006 dollars

Table 2: Highway Rest Facility Recommendations (Cont.) **Part 3 of 10**

Facility Type	Facility Name/ Critical Issue Ranking	Map Number & Highway	Timeframe and Recommendations			
			Immediate (0 through 1 year)	**Near-Term (2 through 5 years)**	**Mid-Term (6 through 10 years)**	**Long-Term (11 through 20 years)**
Rest Area	Kane Springs / 36	7 SR-191	• Install drowsy driver signs (**$10,000**)	• Wi-Fi internet access - Through contract with third party provider - Signage (**$500**)	• Use of enhancement funds to provide - Cultural, historic displays (**$40,000**) - Provide playground equipment (**$40,000)**	
	Hoover / 24	8 US-89		• Improve signage - Install "Rest Area 1 mile" in advance of the facility (**$1,000**) – One mile rec. is related to close proximity of the Big Rock Candy Mountain Resort Area north of the Hoover Rest Area	• Explore opportunities to partner with U.S. Forest Service or Utah Heritage Highway 89 Alliance related to current operations and maintenance as well as future improvements	• Remove as official highway rest facility or schedule closure if joint use arrangements are not feasible
	Oak Springs / 30	9 SR-24		• Improve signage - Install "Rest Area 3 miles" in advance of the facility (**$1,000**) – Three mile recommendation is related to the facilities isolated location and proximity to Highway 62.	• Explore potential to create a joint use agreement with U.S. Forest, BLM, and/or State Parks, related to current operations and maintenance as well as future improvements	• Remove as official highway rest facility or schedule closure if joint use arrangements are not feasible
	Ivie Creek / 27	10 I-70	• Install 2nd direction (EB) drowsy driver signs (**$15,000**)	• Wi-Fi internet access - Through contract with third party provider - Signage (**$500**) • Improve signage - Include "Next View Area XX Miles" eastbound and "Next Rest Stop XX Miles" westbound (Richfield PPP) with 1 mile advanced signing (**$1,000**) - Include facility in destination signing east of Richfield (**$15,000**)	• Construct PPP/Joint Use facility (**$4M**) - Potential to use enhancement funds to construct a new PPP/joint use facility - Custom structure to highlight unique cultural, historic, and environmental features - Private entity to provide land, UDOT to construct facility, contract with a private partner for operations and maintence	
	Crescent Jct. / 17	11 I-70	• Install drowsy driver signs (**$15,000**) • Wi-Fi internet access - Through contract with third party provider - Signage (**$500**)	• Improve signage - Include Facility in destination signing east of Ivie Creek Rest Area (**$15,000**) - Install "Rest Area 3 miles" in advance of the facility (**$1,500**) • Continue to explore PPP/Joint Use opportunities in Green River - Evaluate in conjunction with Crescent Junction - Potential to use enhancement funds to construct a new PPP/joint use facility - Custom structure to highlight unique cultural, historic, and environmental features - Private entity to provide land, UDOT to construct facility, contract with a private partner for operations and maintence		• Construct new joint use facility in conjunction with Thompson Welcome Center (**$4M Combined**) • Remove all old rest area elements (**$1M**)

Note: Costs are in 2006 dollars

Table 2: Highway Rest Facility Recommendations (Cont.) **Part 4 of 10**

Facility Type	Facility Name/ Critical Issue Ranking	Map Number & Highway	Timeframe and Recommendations			
			Immediate (0 through 1 year)	**Near-Term (2 through 5 years)**	**Mid-Term (6 through 10 years)**	**Long-Term (11 through 20 years)**
Rest Area	Silver City / 4	12 US-6	• Explore joint use arrangement with State Parks or BLM due to proximity to Little Sahara Recreation Area or closure of facility	• Remove as official highway rest facility or schedule closure if joint use arrangements are not feasible		
	Tucker / 13	13 US-6	• Perform detailed location study to address all issues (PPP, joint use, parking supply, private partners, signage, etc) (**$50,000**)	• Close coordination with roadway construction project • Use enhancement funds to: - Construct new joint use facility (**$4M**) - Custom structure to highlight unique cultural, historic, and environmental features		
	Pinion Ridge / 31	14 US-40		• Wi-Fi internet access - Through contract with third party provider - Signage (**$500**) • Improve signage - Install “Rest Area 3 miles” in advance of the facility (**$1,500**) • Use of enhancement funds to provide - Cultural, historic displays (**$40,000**) - Provide playground equipment (**$40,000)**		
	Salt Flats (EB) / 35	15 I-80	• Promote nearby Port-of-Entry for Truck Parking	• Wi-Fi internet access - Through contract with third party provider - Signage (**$500**) • Improve signage - Install “Rest Area 3 miles” in advance of the facility (**$1,500**) - Include “Next Rest Area XX Miles” sign with advance signing above (**$500**) • Use of enhancement funds to provide - Cultural, historic displays (**$50,000**) - Provide playground equipment (**$50,000)**	• Explore opportunities to partner with State Tourism to construct a single joint use facility to replace both EB and WB Salt Flats Rest Area Facilities (**$4M Combined**) - Use of enhancement funds related to above - Custom structure to highlight unique recreational, cultural, historic, and environmental features - Possible Welcome Center facility and features • Convert old facility to truck-only parking area (**$1M)**	

Note: Costs are in 2006 dollars

Table 2: Highway Rest Facility Recommendations (Cont.) **Part 5 of 10**

Facility Type	Facility Name/ Critical Issue Ranking	Map Number & Highway	Timeframe and Recommendations			
			Immediate (0 through 1 year)	**Near-Term (2 through 5 years)**	**Mid-Term (6 through 10 years)**	**Long-Term (11 through 20 years)**
Rest Area	Salt Flats (WB) / 32	16 I-80	• Promote nearby Port-of-Entry for Truck Parking	• Wi-Fi internet access - Through contract with third party provider - Signage (**$500**) • Improve signage - Install "Rest Area 3 miles" in advance of the facility (**$1,500**) - Include "Next Rest Area XX Miles" sign with advance signing above (**$500**) • Use of enhancement funds to provide - Cultural, historic displays (**$50,000**) - Provide playground equipment (**$50,000)**	• Explore opportunities to partner with Office of Tourism to construct a single joint use facility to replace both EB and WB Salt Flats Rest Area Facilities (**$4M Combined**) - Use of enhancement funds related to above - Custom single structure to highlight unique recreational, cultural, historic, and environmental features - Possible Welcome Center facility and features • Convert old facility to truck-only parking area (**$1M)**	
	Grassy Mountain (EB) / 26	17 I-80	• Install drowsy driver signs (**$15,000**)	• Wi-Fi internet access - Through contract with third party provider - Signage (**$500**)	• Use of enhancement funds to provide - Cultural, historic displays (**$50,000**) - Provide playground equipment (**$50,000)**	
	Grassy Mountain (WB) / 33	18 I-80		• Wi-Fi internet access - Through contract with third party provider - Signage (**$500**)	• Use of enhancement funds to provide - Cultural, historic displays (**$50,000**) - Provide playground equipment (**$50,000)**	
	Echo Canyon / 23	19 I-80	• Wi-Fi internet access - Through contract with third party provider - Signage (**$500**) • Promote use of EB Kimball Junction View Area for truck-only parking - Designate and re-sign as truck parking area (See Other Facilities for planning level cost estimates)	• Promote use of EB Kimball Junction View Area for truck-only parking - Increase truck parking capacity by 10 through expansion/re-configuration of automobile parking area (See Other Facilities for planning level cost estimates) • Continued use of EB Echo Reservoir View Area • Detailed location study to address all issues (PPP, joint use, parking supply, commercial partners, signage, etc.) (**$25,000**)		• Construct new facility (**$6M**) • Remove all old rest area elements (**$1M**)
	Weber Canyon / 22	20 I-84		• Improve signage - Install "Rest Area 3 miles" in advance of the facility (**$1,500**)	• Consider potential for closure or transfer of ownership due to proximity to the urbanized area and adjacent facilities	
	Mountain Green / 25	21 I-84		• Improve signage - Install "Rest Area 3 miles" in advance of the facility (**$1,500**)	• Consider potential for closure or transfer of ownership due to proximity to the urbanized area and adjacent facilities	

Note: Costs are in 2006 dollars

Table 2: Highway Rest Facility Recommendations (Cont.) **Part 6 of 10**

Facility Type	Facility Name/ Critical Issue Ranking	Map Number & Highway	Timeframe and Recommendations			
			Immediate (0 through 1 year)	**Near-Term (2 through 5 years)**	**Mid-Term (6 through 10 years)**	**Long-Term (11 through 20 years)**
Rest Area	Perry / 11	22 I-15	• Wi-Fi internet access - Through contract with third party provider - Signage (**$500**) • Promote nearby Port-of-Entry for truck parking	• Use of enhancement funds to provide - Cultural, historic displays (**$50,000**) - Provide playground equipment (**$50,000)** - Expand truck parking – 15 spaces (**$1.5M**) • Explore opportunities for new joint use facility in conjunction with Brigham Welcome Center		• Construct new joint use facility in conjunction with Brigham Welcome Center (**$4M Combined**) • Convert old facility to truck-only parking area (**$1M)**
	Bear Lake / 34	23 SR-30	`	• Explore opportunities to transfer the facility or operate jointly • Remove as official highway rest facility or schedule closure if joint use arrangements are not feasible		
	Bear Lake Overlook / N/A	24 US-89				
Welcome Center	St. George / 15	1 I-15	• Continued pursuit and coordination related to land acquisition • Promote nearby Port-of-Entry for truck parking	• Funding for Office of Tourism replacement facility (**$2M**) • Closure of current facility with new interchange construction		
	Thompson / 19	2 I-70	• Install drowsy driver signs (**$15,000**) • Wi-Fi internet access - Through contract with third party provider - Signage (**$500**)	• Improve signage - Include “Next View Area XX Miles” sign with existing 1 mile advanced sign (**$500**) - Include facility in destination signing west of Utah/Colorado border (**$15,000**) • Use of enhancement funds to provide - Cultural, historic displays (**$50,000**) - Provide playground equipment (**$50,000)** • Continue to explore PPP/Joint Use opportunities in Green River - Evaluate in conjunction with Crescent Junction - Potential to use enhancement funds to construct a new PPP/joint use facility - Custom structure to highlight unique cultural, historic, and environmental features - Private entity to provide land, UDOT to construct facility, contract with a private partner for operations and maintence		• Construct new joint use facility in conjunction with Crescent Junction Rest Area (**$4M Combined**) • Remove all old rest area elements (**$1M**)

Note: Costs are in 2006 dollars

Table 2: Highway Rest Facility Recommendations (Cont.) **Part 7 of 10**

Facility Type	Facility Name/ Critical Issue Ranking	Map Number & Highway	Timeframe and Recommendations			
			Immediate (0 through 1 year)	**Near-Term (2 through 5 years)**	**Mid-Term (6 through 10 years)**	**Long-Term (11 through 20 years)**
Welcome Center	Jensen / 28	3 US-40	• Wi-Fi internet access - Through contract with third party provider - Signage (**$500**)	• Improve signage - Install "Rest Area Visitor Info 3 miles" in advance of the facility (**$1,500**) • Use of enhancement funds to provide - Cultural, historic displays (**$50,000**) - Provide playground equipment (**$50,000)**		
	Echo / 37	4 I-80	• Wi-Fi internet access - Through contract with third party provider - Signage (**$500**)	• Study needs related to full structure reconstruction (**$25,000**) - Explore partnership and funding options • Use of enhancement funds to provide - Cultural, historic displays (**$50,000**) - Provide playground equipment (**$50,000)**		• Reconstruct building and related structures (**$1.5M**)
	Brigham / 10	5 I-15	• Wi-Fi internet access - Through contract with third party provider - Signage (**$500**) • Promote nearby Port-of-Entry for truck parking	• Explore opportunities for new joint use facility in combination with Perry Rest Area • Use of enhancement funds to provide - Cultural and historic displays (**$50,000**) - Provide playground equipment (**$50,000)** - Expand truck parking – 15 spaces (**$1.5M**)		• Construct new joint use facility in conjunction with Perry Rest Area (**$4M Combined**) • Convert old facility to truck-only parking area (**$1M)**
View Area	Salt Wash (WB) / 6	1 I-70	• Install solar lighting (**underway**) • New restroom facility (**underway**) • Improve signage - Include "Restroom" symbol plaque sign with 1 mile advanced sign (**$500**)	• Improve signage - Install "View Area 3 miles" in advance of the facility (**$1,500**) - Include "Next Rest Area XX Miles" sign with 1 mile advanced sign (**$500**)		
	Salt Wash (EB) / 14	2 I-70	• Install solar lighting (**underway**) • New restroom facility (**underway**) • Install drowsy driver signs (**$15,000**) • Improve signage - Include "Restroom" symbol plaque sign with 1 mile advanced sign (**$500**) - Include "Next View Area XX Miles" sign with existing 1 mile advanced sign (**$500**)			

Note: Costs are in 2006 dollars

Table 2: Highway Rest Facility Recommendations (Cont.) **Part 8 of 10**

Facility Type	Facility Name/ Critical Issue Ranking	Map Number & Highway	Timeframe and Recommendations			
			Immediate (0 through 1 year)	**Near-Term (2 through 5 years)**	**Mid-Term (6 through 10 years)**	**Long-Term (11 through 20 years)**
View Area	Eagle Canyon / 5	3 I-70	• Install solar lighting (**underway**) • New restroom facility (**underway**) • Improve signage - Include "Restroom" symbol plaque sign with 1 mile advanced sign (**$500**)	• Improve signage - Include "Next View Area XX Miles" sign with existing 1 mile advanced sign (**$500**)		
	Devil's Canyon / 3	4 I-70	• Install solar lighting (**underway**) • New restroom facility (**underway**) • Improve signage - Include "Restroom" symbol plaque sign with 1 mile advanced sign (**$500**)	• Improve signage - Install "View Area 3 miles" in advance of the facility (**$1,500**) - Include "Next View Area XX Miles" sign with existing 1 mile advanced sign (**$500**)		
	Ghost Rocks (WB) / 8	5 I-70	• Install solar lighting (**underway**) • New restroom facility (**underway**) • Improve signage - Include "Restroom" symbol plaque sign with 1 mile advanced sign (**$500**)	• Improve signage - Install "View Area 3 miles" in advance of the facility (**$1,500**) - Include "Next View Area XX Miles" sign with existing 1 mile advanced sign (**$500**)		
	Ghost Rocks (EB) / 7	6 I-70	• Install solar lighting (**underway**) • New restroom facility (**underway**) • Improve signage - Include "Restroom" symbol plaque sign with 1 mile advanced sign (**$500**)	• Improve signage - Include "Next View Area XX Miles" sign with existing 1 mile advanced sign (**$500**)		
	Black Dragon / 1	7 I-70	• Install solar lighting (**underway**) • New restroom facility (**underway**) • Improve signage - Include "Restroom" symbol plaque sign with existing 1 mile advanced sign (**$500**)	• Improve signage - Include "Next View Area XX Miles" sign with existing 1 mile advanced sign (**$500**)		
	Spotted Wolf / 2	8 I-70	• Install solar lighting (**underway**) • New restroom facility (**underway**) • Improve signage - Include "Restroom" symbol plaque sign with existing 1 mile advanced sign (**$500**)	• Improve signage - Include "Next View Area XX Miles" sign with existing 1 mile advanced sign (**$500**)		

Note: Costs are in 2006 dollars

Table 2: Highway Rest Facility Recommendations (Cont.) **Part 9 of 10**

Facility Type	Facility Name/ Critical Issue Ranking	Map Number & Highway	Timeframe and Recommendations			
			Immediate (0 through 1 year)	**Near-Term (2 through 5 years)**	**Mid-Term (6 through 10 years)**	**Long-Term (11 through 20 years)**
View Area	San Rafael / 9	9 I-70	• Install solar lighting (**underway**) • New restroom facility (**underway**) • Install drowsy driver signs (**$15,000**) • Improve signage - Include "Restroom" symbol plaque sign with 1 mile advanced sign (**$500**) - Include "Next View Area XX Miles" sign with existing 1 mile advanced sign (**$500**)			
	Harley Dome / 12	10 I-70	• Install solar lighting (**underway**) • New restroom facility (**underway**) • Improve signage - Include "Restroom" symbol plaque sign with 1 mile advanced sign (**$500**)	• Improve signage - Install "View Area 3 miles" in advance of the facility (**$1,500**)		
Public/Private Partnership Rest Stop (Interstate Oasis)	Beaver / N/A	1 I-15	• Modify contract to include - Construction of improved picnic areas with landscaping/grass - Sheltered picnic areas (2 tables minimum) - Signed pet exercise area • Visitor and tourist information displays to be provided and maintained by State and County tourism offices	• Explore opportunities to enhance/modify signage • Implement changes to signage as determined above • Wi-Fi internet access - Through contract with third party provider - Signage (**$500**)		
	Cove Fort / N/A	2 I-15	• Visitor and tourist information displays to be provided and maintained by State and County tourism offices	• Explore opportunities to enhance/modify signage • Implement changes to signage as determined above • Wi-Fi internet access - Through contract with third party provider - Signage (**$500**)		
	Fillmore / N/A	3 I-15	• Modify contract to include - Construction of improved picnic areas with landscaping/grass - Sheltered picnic areas - Signed pet exercise area • Visitor and tourist information displays to be provided and maintained by State and County tourism offices	• Explore opportunities to enhance/modify signage • Implement changes to signage as determined above • Wi-Fi internet access - Through contract with third party provider - Signage (**$500**)		

Note: Costs are in 2006 dollars

Table 2: Highway Rest Facility Recommendations (Cont.) **Part 10 of 10**

Facility Type	Facility Name/ Critical Issue Ranking	Map Number & Highway	Timeframe and Recommendations			
			Immediate (0 through 1 year)	**Near-Term (2 through 5 years)**	**Mid-Term (6 through 10 years)**	**Long-Term (11 through 20 years)**
Public/Private Partnership Rest Stop	Scipio / N/A	4 I-15	• Modify contract to include: - Construction of improved picnic areas with landscaping/grass - Sheltered picnic areas (2 tables minimum) - Signed pet exercise area • Visitor and tourist information displays to be provided and maintained by State and County tourism offices	• Explore opportunities to enhance/modify signage • Implement changes to signage as determined above • Wi-Fi internet access - Through contract with third party provider - Signage (**$500**)		
	Springville / N/A	5 I-15		• Close as a Public/Private Partnership Rest Stop due to proximity to urbanized area		
	New Facilities / N/A	N/A		• Nephi (I-15) • Richfield (I-70) • Green River (I-70) • Snowville (I-84) • Price (US-6) • Roosevelt (US-40) • Park City (US-40 Interchange)		
Other Facilities	Silver Creek Rest Area **(CLOSED)** / N/A	WB I-80 at mile post 146	• Explore opportunities to provide replacement public/private partnership facility in the area of the US-40/I-80 Interchange			
	Kimball Junction View Area – No Services / N/A	WB I-80 at mile post 143	• Explore opportunities to convert to a truck-only facility • Designate and re-sign as truck parking area (**$2,500**)	• Promote use of EB Park City View Area for truck-only parking - Increase truck parking capacity by 10 through expansion/re-configuration of automobile parking area (**$0.5M**)		
	Dog Valley Rest Area **(CLOSED)** / N/A	SB I-15 at mile post 136	• Explore opportunities to convert to a truck-only facility	• Remove all rest area elements (**$1M**)		
	Closed Pine Creek Rest Area **(CLOSED)** / N/A	NB I-15 at mile post 126	• Explore opportunities to convert to a truck-only facility	• Remove all rest area elements (**$1M**)		
Preservation Activities	All Highway Rest Facilities	Statewide	• Preservation activities (**$200,000**)	• Preparation of a Highway Rest Facility Preservation Program (**$100,000**) • Preservation activities (**$800,000**)	• Preservation activities (**$500,000**)	• Preservation activities (**$500,000**)

Note: Costs are in 2006 dollars

Table 3: Facility Recommendation Costs

Critical Issue Ranking	Facility	Figure 2B-7 Number	Facility Recommendation Costs (cost in 2006 dollars)			
			Immediate (0-1 yr)	Near-Term (2-5 yrs)	Mid-Term (6-10 yrs)	Long-Term (11-20 yrs)
1	Black Dragon View Area	VA 7	$500	$500		
2	Spotted Wolf View Area	VA 8	$500	$500		
3	Devils Canyon View Area	VA 4	$500	$2000		
4	Silver City Rest Area	RA 12				
5	Eagle Canyon View Area	VA 3	$500	$500		
6	WB Salt Wash View Area	VA 1	$500	$2000		
7	EB Ghost Rocks View Area	VA 6	$500	$500		
8	WB Ghost Rocks View Area	VA 5	$500	$2000		
9	San Rafael View Area	VA 9	$16,000			
10	Brigham Welcome Center	WC 5	$500	$100,000 **$1.5M**		**$2M** **$1M**
11	Perry Rest Area	RA 22	$500	$100,000 **$1.5M**		**$2M** **$1M**
12	Harley Dome View Area	VA 10	$500	$2000		
13	Tucker Rest Area	RA 13	$50,000	**$4M**		
14	EB Salt Wash View Area	VA 2	$16,000			
15	St. George Welcome Center	WC 1		**$2M**		
16	NB Lunt Park Rest Area	RA 5	$15,000	$100,000 **$2.02M**		
17	Crescent Junction Rest Area	RA 11	$15,500	$16,500		**$2M** **$1M**
18	SB Kanarraville Rest Area	RA 3		$100,000 **$1.52M**		
19	Thompson Welcome Center	WC 2	$15,500	$100,000 $15,500		**$2M** **$1M**
20	SB Lunt Park Rest Area	RA 6	$15,000	$100,000 **$2.02M**		
21	NB Kanarraville Rest Area	RA 2		$100,000 **$1.52M**		
22	Weber Canyon Rest Area	RA 20		$1,500		
23	Echo Canyon Rest Area	RA 19	$500	$25,000		**$6M** **$1M**
24	Hoover Rest Area	RA 8		$1,000		
25	Mountain Green Rest Area	RA 21		$1,500		
26	EB Grassy Mountain Rest Area	RA 17	$15,000	$500	$100,000	
27	Ivie Creek Rest Area	RA 10	$15,000	$16,500	**$4M**	
28	Jensen Welcome Center	WC 3	$500	$100,000 $1,500		
29	Shingle Creek Rest Area	RA 1		$80,000 $2,500		
30	Oak Springs Rest Area	RA 9		$1,000		
31	Pinion Ridge Rest Area	RA 14		$80,000 $2,000		
32	WB Salt Flats Rest Area	RA 16		$100,000 $2,500	**$2M** **$1M**	
33	WB Grassy Mountain Rest Area	RA 18		$500	$100,000	
34	Bear Lake Rest Area	RA 23				
35	EB Salt Flats Rest Area	RA 15		$100,000 $2,500	**$2M** **$1M**	
36	Kane Springs Rest Area	RA 7	$10,000	$500	$80,000	
37	Echo Welcome Center	WC 4	$500	$100,000 $25,000		**$1.5M**
38	Pines Rest Area	RA 4				
Other Facilities	Silver Creek Rest Area (CLOSED)	N/A				
	Kimball Junction View Area – No Services	N/A	$2,500	**$500,000**		
	Dog Valley Rest Area (CLOSED)	N/A		**$1M**		
	Pine Creek Rest Area (CLOSED)	N/A		**$1M**		
Public/ Private Partnership Rest Stop	Beaver	N/A		$500		
	Cove Fort	N/A		$500		
	Fillmore	N/A		$500		
	Scipio	N/A		$500		
	Springville	N/A				
N/A	Preservation Activities All Facilities	Statewide	**$200,000**	**$900,000**	**$500,000**	**$500,000**
		TOTAL	**$392,000**	**$20,854,500**	**$10.780,000**	**$21,000,000**
		ANNUAL	**N/A**	**$5,213,625**	**$2,156,000**	**$2,100,000**
		TOTAL TE	***$0***	***$7,260,000***	***$8,280,000***	***$15,500,000***
		ANNUAL TE	***$0***	***$1,815,000***	***$1,656,000***	***$1,550,000***

Note: TE eligible improvement costs are highlighted
Improvement costs > $100,000 are bolded

PART 3 PROGRAM ADMINISTRATION

The program administration elements of the highway rest facility system represent the second of the two critical focus areas of this planning effort. Much of the success of the current program and continued success of future activities will be directly related to how well the administrative elements of the program are developed and implemented.

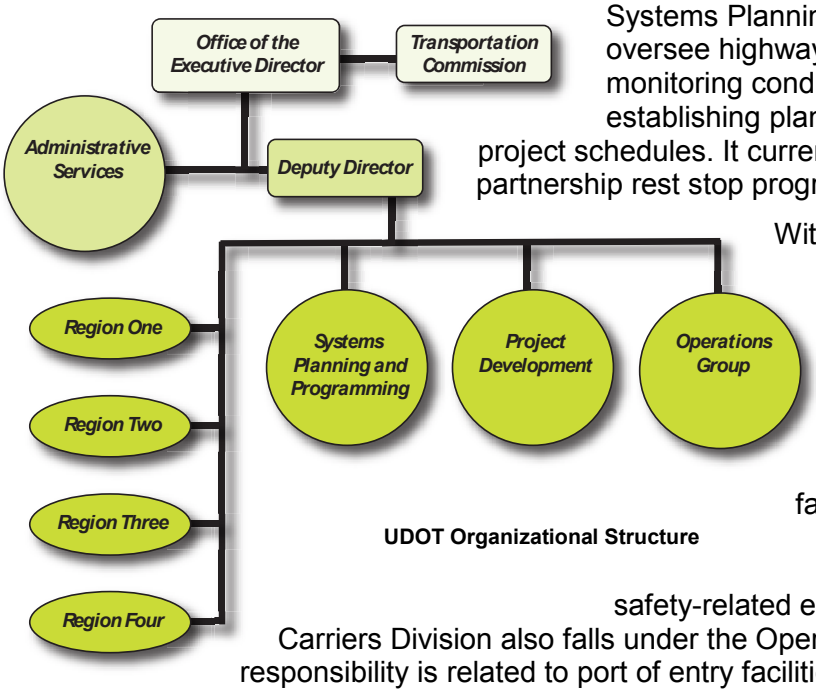
Through evaluation of current conditions within the Department and research of other state programs, three areas stand out as needing the most significant attention. These areas include:

- Organizational structure
- Funding and related rest area facility programs
- Outreach and education efforts

Recommendations are identified through the use of bold and italicized text. ***All program administration recommendations are intended to be initiated and completed as soon as possible.***

3.1 Organizational Structure

UDOT is organized such that the responsibility for key highway rest facility elements is shared among various Department groups.



UDOT Organizational Structure

Systems Planning and Programming currently oversee highway rest facility efforts related to monitoring conditions, identifying needs, establishing plans, and determining program and project schedules. It currently administers the public/private partnership rest stop program.

With the Operations Group, the Maintenance Division oversees the statewide maintenance contract for highway rest facilities. The Traffic and Safety Division provides key input related to the safety function of highway rest facilities including overseeing safety studies, safety-related product recommendations, and safety-related education efforts. The Motor Carriers Division also falls under the Operations Group and its responsibility is related to port of entry facilities throughout the state.

Included in the Project Development Group is the Environmental Services Division, which provides key input related to environmental issues including landscaping, wetlands, and architectural standards for rest area and welcome center facilities.

Each UDOT Region is also integrally involved in overseeing administration, construction, and maintenance of all state roads, highways and freeways, and

related facilities within their Region. They are also responsible to negotiate public/public facility agreements and to facilitate and negotiate agreements related to public/private partnership rest stop facilities.

Finally, yet importantly, the Transportation Commission is responsible for prioritizing projects and deciding how funds are spent.

This sharing of responsibilities is appropriate and necessary, however, it presents some significant challenges in relation to coordination, communication, and follow-up activities.

State departments of transportation (DOT) all differ when it comes to organizational structure and the division of responsibilities, however, DOTs generally address highway rest facility issues in one of two ways.

A. Department or Group Management

The first method involves assigning the *primary* responsibility of overseeing highway rest facilities (generally rest areas) to a single *department group or division*. Such is the case in numerous states including Texas, Iowa, Minnesota, Louisiana, and Arizona. Maintenance and project development (architecture) groups or divisions are most commonly assigned this responsibility, with a single person overseeing and coordinating rest facility activities. Titles for this individual vary and include rest area program manager, site development chief, director of facilities, and roadside manager.

B. Committee Management

The second method involves assigning the *primary* responsibility to a *committee*, with members coming from the varied DOT groups or divisions. This method is demonstrated well by the Idaho Transportation Department Transportation (ITD). ITD has a rest area “team” made up of various personnel from each group or division, including landscaping, architecture, facility maintenance, highway safety and operations, design and district representatives.

A key feature of this team is that the program manager is a consultant assigned to oversee the program and regularly direct the efforts of the team. The primary reason for involvement of a consultant was the limited availability of ITD staff resources.

ITD intends to assume program manager responsibilities internally over time, as resources become available and the program stabilizes. As such, ITD reviews and renews the consultant contract on an annual basis.

C. Organizational Structure Recommendations

The highway rest facility system will require continuous attention and oversight. The development and implementation of a formal organizational structure is critical to a successful highway rest facility program.

Due to the sharing of responsibilities among so many UDOT groups and divisions, it is recommended that UDOT organized a Highway Rest Facility Committee (HRFC) to oversee the development and implementation of a formal Highway Rest Facility System Program (HRFP).

Program Manager's primary responsibility would be to oversee and champion all committee and program administration activities. UDOT has suggested that these responsibilities may require of one-half a full-time equivalent.

General recommendations related to the committee structure and responsibilities are as follows.

1. Committee Structure

   A Rest Area and Welcome Center Task Force was established in 1995 to oversee specific facility planning and programming issues. The HRFC would be structured in a similar manner, being made up of a single representative from each of the following groups, divisions or entities:

   - Systems Planning and Programming Group
   - Operations Group, Maintenance Division
   - Operations Group, Traffic and Safety Division
   - Project Development Group, Environmental Services Division
   - Each UDOT Region
   - Utah State Office of Tourism
   - Highway Rest Facility Program Manager

   Over time, the committee could be expanded to include additional members as follows:

   - UDOT Transportation Commission
   - Utah Department of Public Safety
   - UDOT Systems Planning and Programming Group – Planning Division (Long Range and Freight Planning)
   - UDOT Systems Planning and Programming Group – Program Financing Division
   - UDOT Motor Carriers Division
   - State Parks
   - FHWA
   - Utah Trucking Association
   - AAA

   Members would be added based on the need for regular or ongoing input from a particular organization or discipline.

2. Committee Responsibilities

The primary responsibility of the HRFC would be to oversee the development and implementation of a formal highway rest facility program.

Initially, this includes refinement of the Plan recommendations and coordination with the Transportation Commission on the adoption of the recommendations as a formal program.

First order tasks include:

- Assessing and prioritizing appropriate solutions for system facility gaps on non-interstate highways
- Prioritizing candidate transportation enhancement fund amenity improvements
- Studying issues related to truck only parking facilities
- Finalizing the facility signing recommendations

The committee would meet on a monthly or quarterly basis to discuss, coordinate and make decisions regarding significant program issues, policies, and processes.

General responsibilities of the HRFC include:

- Regular coordination on all highway rest facilities
- Planning and programming of highway rest facility projects
- Initiation of and assistance with additional study efforts and project specific improvements
- Development and review of highway rest facility related agreements, processes, and policies
- Regular updates of the highway rest facility program and related evaluation tools
- Regular coordination with the Transportation Commission on all program elements
- Regular coordination with non-committee partners on highway rest facility issues

Coordination with the Transportation Commission would take place through the Systems Planning and Programming Group.

3. Program Manager Responsibilities

It should be the Program Manager's direct responsibility to oversee all program development and implementation activities. This includes primary responsibility to oversee all HRFC activities. General responsibilities should include:

- Program and project administration
- HRFC administration and oversight
- Assessing and adjusting facility project and program schedules
- Developing project scopes of work
- Hiring consultants as necessary to plan and design projects

- Managing consultant work to deliver project designs as scheduled

It is recommended that UDOT further define specific Program Manager duties and responsibilities.

Initially, it is recommended that UDOT procure a consultant to function as Program Manager. To assist UDOT in this effort, a sample Program Manager Request for Proposal (RFP) from the Idaho Transportation Department is included in **Appendix 3A**. ***It is recommended that UDOT further develop contract terms, etc., using the model provided by ITD.***

Once the program is established and implementation is well under way, it is estimated that UDOT could assume all program manager responsibilities within three years following the adoption of a formal program. This could include assignment of an internal UDOT Program Manager with Highway Rest Facility Program responsibilities approximately equal to a half-time FTE (full-time employee).

3.2 Funding and Related Rest Area Facility Programs

An important effort in this Plan was to explore more non-traditional funding sources and related rest area programs. It is generally known that all rest area, welcome center and view area facilities are eligible for federal funds for construction and rehabilitation. Those facilities that are located on the National Highway System (NHS), including the interstate system are eligible for funds. All others are eligible under the Surface Transportation Program (STP).

Existing rest areas on interstate highways are eligible for Interstate Maintenance (IM), NHS, and STP funds, and may be rehabilitated with IM funds. Construction of new rest areas, or the addition of new restroom related facilities where none exist, must be paid for with other funds, such as those available for the NHS.

As outlined in the AASHTO Guide for Development of Rest Areas on Major Arterials and Freeways, the use of federal funds is discretionary, depending on investment decisions made by each state. Many state transportation programs provide state-level funding for rest-area planning, design, construction and operation.

The purpose of this section is to explore more non-traditional funding sources and rest area related programs, specifically Transportation Enhancement (TE) funds, the FHWA Interstate Oasis program, and FHWA's Special Experimental Project Number 15 (SEP-15) program.

A. Transportation Enhancement Funds

The following is a summary of a detailed research effort related to the use of Transportation Enhancement (TE) funds to plan and construct highway rest facilities. **Appendix 3B** provides the detailed findings related to this effort.

Several states have successfully used Transportation Enhancement (TE) funds to design and construct rest area and welcome, visitor, and interpretive center facilities that function as rest areas. These states include Nebraska, Idaho, North Dakota, and Texas.

Although each state has a different approach to funding these facilities, they all share a common theme of incorporating significant enhancement features into the facility. Each one is unique in design and functionality. There were no standard designs reproduced at different locations. Each center met at least one if not many of the twelve activities associated with TE funds.

Feedback from the public on these Centers has been very positive. Visitors and travelers have expressed appreciation for the unique facilities and the services they provide. There has been concern that some of the unique features of these facilities would become the target of vandalism. Experience has shown that vandalism is less than expected due to increased respect for the facility because of what it represents.

The most significant findings came from discussions with the State of Texas. In 1999 the Texas Department of Transportation (TxDOT) developed a simple Rest Area Program written around the twelve TE activities. Since that time, TxDOT has constructed twenty rest areas using over $70 Million in TE funds.

TxDOT spends approximately twenty-five percent of their total Federal Transportation Enhancement Funds allocation on rest area projects.

Using the TE activities as a guide, each TxDOT rest area was uniquely designed to fit the area in which it was constructed. Because each project had several enhancement components, each project is unique.

In combination with the recommendations related to design concepts, joint use facilities, and additional facility features, it is recommended that UDOT set aside some portion of TE funds for use on projects related to highway rest facilities.

Facility and program-specific recommendations that involve the use of TE funds are included in **Section 2.6** along with planning level cost estimates.

B. FHWA Interstate Oasis Program

Current laws and regulations prohibit the commercialization of existing interstate highway rest areas to allow private business entities to provide services such as those found in ‘‘service plazas’’ on many toll roads and turnpikes, in exchange for private responsibility for maintenance and operation of the rest areas. This idea, however, has been advocated by some states and by AASHTO but is strongly opposed by business interests located off the interstate system.

In February of 2006, FHWA solicited comments on what it calls the proposed Interstate Oasis program (See Federal Register / Vol. 71, No. 38 / Monday, February 27, 2006 / Notices / 9855).

FHWA believes that the proposed Interstate Oasis program address the concerns of many states. Currently, states are considering closing or privatizing rest areas on interstate highways because of the costs of maintenance and operation, security issues, and potential liability. Insufficient truck parking has also been found to be a significant problem in some states at rest areas on the interstate system, on local road systems near interchanges with interstate highways, and at adjoining businesses.

On October 18, 2006, FHWA published the Final Interstate Oasis Program and Policy. **Appendix 3C** presents the full FHWA Federal Register publication.

Interstate Oasis program and policy issues of primary concern include:

- The policy statement, "*any* facility meeting the criteria described in the program shall be eligible for designation as an Interstate Oasis"
- The policy statement, "states shall not impose additional criteria beyond those listed in the program to qualify for designation as an Interstate Oasis"
- The program eligibility criterion designating a distance of three miles as the maximum distance a facility can be located from an interstate interchange

Based on these program and policy issues, participation in the Interstate Oasis program could result in a need to accommodate facilities in both urban and rural locations, include facilities as far as three miles from the interstate, and require the signing of multiple facilities at a single interchange.

It is recommended that UDOT carefully consider the impacts of participation in the Interstate Oasis program versus maintaining the current, or an enhanced, public/private partnership rest stop program.

C. SEP-15 Program

Some early consideration was given to develop a public/private partnership facility within interstate right of way. Research was conducted to determine if FHWA's Special Experimental Project Number 15 (SEP-15) program would allow for an experimental project of this nature.

Appendix 3D provides a detailed summary of the research findings related to this effort.

In summary, it was determined that The SEP-15 program does not allow for such a pilot project because SEP-15 was not designed to address changes to federal law that would be required for such a project. The FHWA was not comfortable with UDOT pursuing commercialization of rest areas within interstate rights-of-way.

3.3 Outreach and Education Efforts

The final key program administrative item involves highway rest facility outreach and education efforts. The highway rest facility system represents a substantial overall and recurring annual investment on the part of UDOT and should be emphasized as an important resource to the traveling public.

The literature search performed as a part of this Plan did not yield specific information related to outreach and education efforts. General activities employed by states to reach out to and educate the public include:

- Dissemination of information via DOT websites
- On-site and web-based facility patron comment materials
- Formal ad campaigns involving television, radio, newspaper, website and other related media

- Facility designations on official state highway maps
- Facility designations on official state highway signs
- Ongoing involvement from the DOT in commercial driver organizations
- Partnerships with other public agencies related to travel and tourism efforts

UDOT's current education and outreach efforts are limited to:

- Designation of visitor information center, rest area and view area facilities on the official state highway map
- Two pages on the UDOT web site. One page, titled "Rest Areas", provides a brief introduction with directions to downloadable rest area maps. The second page titled "Rest Area Program" contains links to four public/private partnership rest stop program documents.
- Limited on-site comment cards distributed and collected by UDOT's maintenance contractor
- Facility designations on official state highway signs

It is recommended that UDOT complete the following activities in relation to outreach and education efforts.

A. Development of a Highway Rest Facility Web Page

Many states offer interactive web pages exclusively devoted to the rest area program. Texas' web page (http://www.dot.state.tx.us/mnt/sra/default.htm) is a good example of what should be provided, with links to interactive maps and other related information.

It is recommended that UDOT develop a highway rest facility web page similar to that provided by TxDOT.

In conjunction with Wi-Fi services recommended as a part of the Plan (see Section 2.4, B), it is also recommended that UDOT oversee the development of a Wi-Fi home page similar that provided by TxDOT (http://www.textreks.com/).

B. Develop and Implement a Formal Public/Private Partnership Rest Stop Promotional Campaign

It is recommended that UDOT develop and implement a formal public/private partnership rest stop promotional campaign.

C. Develop and Implement a Formal Comment Program

In conjunction with the development of the highway rest facility web page, it is recommended that UDOT improve the comment process by allowing motorists to comment electronically. These comments should be reviewed and where appropriate, responded to.

In conjunction with the statewide maintenance contractor, it is also recommended that UDOT further develop the distribution and collection system for written comments as well as website and email-based comments. All comments should be considered as a part of UDOT's Maintenance Management Quality Assurance (MMQA) program.

D. Ad Campaigns

It is recommended that UDOT explore opportunities to expand the current drowsy driver and zero fatalities campaigns to include or involve highway rest facilities.

It is also recommended that additional efforts to publicize facilities should be explored. For example, a publicity campaign should be initiated as a part of bring Wi-Fi services to highway rest facilities.

E. Update the Official State Highway Map

It is recommended that the official state highway map be updated to include only those highway rest facilities addressed as part of this Plan. The map should also be updated to reflect public/private partnership and port of entry facility locations.

F. Partner Opportunities with the Office of Tourism

It is recommended that UDOT continue working with the Office of Tourism to see that traveler and tourism information is available at all highway rest facilities. UDOT should also explore opportunities to coordinate highway rest facility awareness campaigns with the Office of Tourism advertisement efforts.

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APPENDICES

Appendix 1A: Secondary Goals and Performance Tasks

Primary Goal

The overall goal of this effort is to provide a plan that successfully guides UDOT in establishing future priorities, allocating resources, and developing policies related to rest areas, welcome centers, and view areas for the next twenty years.

Secondary Goals

In support of the overall goal, the following four secondary goals were accomplished as a part of the planning effort.

A. Identify Needs

This goal consisted of identifying needs to re-build or provide new rest area, view area, and welcome center facilities through:

1. Performing a statewide facility inventory
2. Conducting a statewide user survey
3. Assessing safety related issues (drowsy driving related crashes, high crash locations, rest area crash rates)
4. Identifying immediate, mid-term, and long-term needs and planning level cost estimates
5. Identifying alternative solutions to re-building or constructing new facilities

B. Reasonable Cost Enhancement Activities

This goal consisted of identifying and prioritizing “reasonable cost” enhancement activities to preserve capital investments and extend the useful life of facilities through:

1. Identifying key enhancement activities
2. Applying enhancement activities to facilities statewide
3. Developing improvement timeframes and cost estimates

C. Public/Private Partnership Rest Stops

This goal consisted of further developing and implementing public/private partnership rest stops through:

1. Focusing survey efforts on understanding road user needs as they relate to public/private partnership rest stops
2. Further developing site design criteria
3. Exploring signage/branding opportunities

D. Formal Rest Area Program

This goal consisted of further developing and implementing a formal rest area program through:

1. Developing a formal Department organizational and management structure
2. Formalizing policies related to planning, partnering, design, operations and maintenance, and funding
3. Identifying public outreach/education opportunities
4. Exploring additional partnering activities

Appendix 2A: Facility Inventory Detailed Summary

Facility Inventory Summary

The focus of the inventory was on the general condition of existing facilities and the features provided.

Personnel from UDOT's rest area maintenance contractor conducted the majority of the on-site facility visits. These visits were conducted at each rest area, welcome center, and view area facility. Public/private partnership rest stop facilities were included in the overall facility inventory, although only summary information related to the services provided was obtained and reported.

Port of entry and public/public facilities, brake check areas, and view areas or pullouts with no services were not included in the formal inventory process.

A. Inventory Summary

An inventory checklist (see attached) was completed for each facility. The checklist information provided a means of documenting the more general physical elements and services provided at each facility rather than a detailed assessment of specific conditions such as septic system capacities, etc. **Table 2A-1** provides an inventory summary.

B. Key Inventory Issues

The following is a summary of key facility inventory issues by UDOT Region.

1. UDOT Region One

There are currently five rest areas and one welcome center in Region One. The oldest currently operating rest area was constructed in 1965 along State Route 30 at the southern end of Bear Lake. It is by coincidence that the newest rest area, completed in June 2006, is located along US Highway 89 overlooking Bear Lake. The remaining three rest areas (Perry, Weber Canyon and Mountain Green) were constructed in the late 1960's and early 1970's along with the Brigham Welcome Center, which was constructed in 1975.

All of the Region One facilities are maintained by UDOT's maintenance contractor.

Key inventory findings within Region One include:

- The Bear Lake Rest Area is not ADA compliant and is the oldest rest area facility (41 years) currently in the system. As of December 1996, the Rest Area and Welcome Center Task Force recommended closure of this rest area. The rest area is located on SR-30 with an AADT of approximately 1000. Truck parking on site is minimal and a majority of the patrons at this rest area are there for recreational purposes only.

Table 2A-1: Facility Inventory Summary

Map Number	Facility	Year Built/Re-Built	Facility Age (years)	Advance Signing	Paved Parking	Number of Car Stalls	Number of Truck/RV Stalls	Interior Lighting	Exterior Lighting	Telephone	Trash Receptacles	Drinking Fountains	Restrooms	Flush Toilet	Pit Toilet	Sep. ADA Accessible / Family Style Restroom	ADA Accessible	Tourist Information	On-Site Maintenance Personnel / Attendant	Picnic Area	Sidewalks	Landscaping / Irrigation	Designated Pet Area	Vending Machines	Internet Services / Wi-Fi Available	Fuel	Convenience Store / Restaurant	Mechanic
	Rest Areas																											
1	Shingle Creek	1970	36			10	2																					
2	Kanarraville (NB)	1999	7			21	15																					
3	Kanarraville (SB)	1999	7			21	15																					
4	Pines	1970	36			15	6																					
5	Lunt Park (NB)	1987	19			23	10																					
6	Lunt Park (SB)	1987	19			25	10																					
7	Kane Springs	1998	8			20	10																					
8	Hoover	1970	36																									
9	Oak Springs	1989	17			10	3																					
10	Ivie Creek	1970	36			25	12																					
11	Crescent Jct.	1979	27			22	8																					
12	Silver City	1997	9																									
13	Tucker	1969	37			16	7																					
14	Pinion Ridge	2000	6																									
15	Salt Flats (EB)	1970	36			30	11																					
16	Salt Flats (WB)	1970	36			30	12																					
17	Grassy Mountain (EB)	2000	6			22	14																					
18	Grassy Mountain (WB)	2000	6			22	14																					
19	Echo Canyon	1970	36			14	5																					
20	Weber Canyon	1968	38			28	6																					
21	Mountain Green	1968	38			20	6																					
22	Perry	1973	33			15	10																					
23	Bear Lake	1965	41			21	3																					
24	Bear Lake Overlook	2006	0			27	10																					
	Welcome Centers																											
1	St. George	1974	32			30	15																					
2	Thompson	1977	29			22	9																					
3	Jensen	1997	9			30	8																					
4	Echo	1992	14			65	21																					
5	Brigham	1975	31			30	14																					
	View Areas																											
1	Salt Wash (WB)	1975	31			17	6										*											
2	Salt Wash (EB)	1975	31			22	12																					
3	Eagle Canyon	1975	31			16	5										*											
4	Devil's Canyon	1975	31			16	8										*											
5	Ghost Rocks (WB)	1975	31			22	8										*											
6	Ghost Rocks (EB)	1975	31			22	12										*											
7	Black Dragon	1975	31			22	4										*											
8	Spotted Wolf	1975	31			20	5										*											
9	San Rafael	1975	31			22	10										*											
10	Harley's Dome	1997	9			17	8																					
	Rest Stops																											
1	Beaver	N/A																										
2	Cove Fort																											
3	Fillmore																											
4	Scipio																											
5	Springville																											

* New ADA Accessible Restrooms to be Installed Summer 2006

- Weber Canyon, Mountain Green and Perry Rest Areas are all over 30 years old. Although they provide reasonable services, additional amenities such as separate ADA accessible restrooms would likely require a new building structure. As of December 1996, the Rest Area and Welcome Center Task Force recommended closure of the Weber Canyon and Mountain Green Rest Areas due primarily to their close proximity to the urbanized area boundary and adjacent facilities.
- The Brigham Welcome Center is also over 30 years old and would likely require a new building structure to accommodate additional visitor center space and separate ADA accessible restroom facilities.

2. UDOT Region Two

There are currently five rest areas and one welcome center in Region Two. The Salt Flats Rest Areas (east and westbound) and the Echo Canyon Rest Area were constructed in 1970. The Grassy Mountain Rest Areas (east and westbound) were newly constructed in 2000. The Echo Welcome Center was remodeled in 1992.

All of the Region Two facilities are maintained by UDOT's maintenance contractor.

Key inventory issues within Region Two include:

- The Echo Rest Area is located on a very narrow site bordered by steep terrain. Truck parking is very limited and no separation between truck and passenger vehicle parking is provided. Overcrowding at this facility is a regular occurrence and the facilities are 36 years old. This is the only eastbound rest area facility located between the Salt Lake urbanized area and the Utah/Wyoming border.
- The Salt Flats Rest Areas are also 36 years old and although they provide reasonable services, amenities such as separate ADA accessible restrooms would likely require new building structures.
- The Echo Welcome Center provides separate ADA accessible restrooms and is in good working condition. The restrooms are noted to have a distinct offensive odor.

3. UDOT Region Three

There are currently two rest areas, one welcome center and one public/private partnership rest stop in Region Three. The Silver City Rest Area restroom building was reconstructed following a fire in 1997. The Pinion Ridge Rest Area was reconstructed in 2000. The Jensen Welcome Center was newly constructed in 1997.

Region Three maintenance personnel take care of maintenance responsibilities at the Silver City Rest Area. The remaining facilities are maintained by UDOT's maintenance contractor.

Key inventory issues within Region Three include:

- The Silver City Rest Area includes only a pit toilet. The facility is closed during winter months and serves primarily recreational trips during peak summer months.

4. UDOT Region Four

There are currently twelve rest areas, two welcome centers, ten view areas, and four public/private partnership rest stops in Region Four. For discussion purposes, each facility is grouped by district below.

a. Cedar District

Four rest areas, one welcome center, and four public/private partnership rest stops are located in the Cedar District. The Kanarraville Rest Areas (north and southbound) were reconstructed in 1999. The Lunt Park Rest Areas (north and southbound) were reconstructed in 1987. The St. George Welcome Center is the oldest facility in the Cedar District having been constructed in 1974.

All of the Cedar District facilities are maintained by UDOT's maintenance contractor.

Key inventory issues within the Cedar District include:

- The St. George Welcome Center is scheduled to be removed with the construction of a new I-15 interchange. Currently there is no funding allocated for the relocation of the welcome center, however, UDOT is working with key partners on purchasing land for a replacement facility.
- The Lunt Park Rest Areas are newer facilities (19 years old) and provide adequate services.

b. Richfield District

Five rest areas are located in the Richfield District and were all constructed in 1970.

Two of the five, Ivie Creek and Shingle Creek Rest Areas, are maintained by UDOT's maintenance contractor. UDOT District personnel or District contractors maintain the Pines, Hoover, and Oak Springs Rest Areas.

Key inventory issues within the Richfield District include:

- All of the rest areas are aging and lack some amenities such as separate ADA accessible restrooms. With the exception of the Ivie Creek Rest Area, all of the rest areas are adjacent to highways with AADT's less than 2500.
- The Ivie Creek Rest Area is the only full service rest area facility between the I-15/I-70 interchange and the City of Green River. The facility is aging and amenities such as separate ADA accessible restrooms would likely require a new building structure.
- The Shingle Creek and Pines Rest Areas were on the Rest Area and Welcome Center Task Force's list of facilities to be closed as of December 1996. Close spacing of adjacent cities and towns was noted as a primary reason for recommended closure. The Pines Rest Area is very close to both the Red Canyon and Bryce Canyon Visitor Centers, 40 miles from the

Shingle Creek Rest Area and 20 miles from the City of Panguitch.

c. Price District

Three rest areas, one welcome center, and the ten view areas are located in the Price District. The Kane Springs Rest Area was reconstructed in 1998. The Thompson Welcome Center was constructed in 1977 and the Tucker Rest Area was constructed in 1969. All of the view areas were constructed in 1970 and are currently being upgraded with new vault toilet facilities and solar lighting.

All of the Price District facilities are maintained by UDOT's maintenance contractor.

Key inventory issues within the Price District include:

- The Tucker Rest Area will be removed with the reconstruction of US-6 currently programmed for 2007. At this time, an alternate location for a replacement facility has not been determined. The 2006 STIP currently shows $1.5 million in Concept Development for new construction of the rest area.
- The primary issue related to the I-70 corridor through the Price District is the availability of water. Recommendations from the 2003 I-70 Rest Area Corridor Study included interim improvements to the Spotted Wolf and eastbound Ghost Rocks View Areas and the ultimate construction of a new rest area (east and westbound) in the vicinity of Dutchman Arch (milepost 122).
- Current efforts are underway to upgrade the toilet facilities at all the view areas during the summer or 2006. Plans to provide solar lighting at each of the view areas will likely be implemented in 2007.

C. Facility Fact Sheets

One-page facility fact sheets for each of the sixty-three facilities are attached.

Facility Inventory Checklist

FACILITY: _____ **REGION/DISTRICT:** _____

TEAM: _____ **DATE:** _____

TIME: _____

LOCATION OF THE FACILITY:

Site location	_____	Roadway	_____	Direction	_____ Milepost
Roadway, # lanes each direction			_____	# Lanes	_____ # Lanes
Median type	_____				
Proximity to other facilities (Non-UDOT)			_____	Miles from	_____ Miles to
Facility setting	_____	Urban	_____	Semi-urban	_____ Rural
	_____	Rec. Area	_____	Scenic Area	_____ Pt. of Interest
	_____	Other	_____		
Busiest time of day	_____				
Busiest time of year	_____				
Estimate % of users in each category	_____	Autos	_____	Comm. Trucks	_____ RV/Other
Unique issues/problems with this facility	_____				
	_____				

FACILITY SYSTEMS:

HIGHWAY APPROACH SIGNAGE SYSTEMS:	_____	Photos			
Advance signage	_____	Yes	_____	No	_____ Miles
	_____	Number			
Text	_____				
Indicates handicap facilities available			_____	Yes	_____ No
Special tourism signage			_____	Yes	_____ No
General appearance	_____	Good	_____	Fair	_____ Poor
INTERNAL SIGNAGE:	_____	Photos			
Directs traffic properly			_____	Yes	_____ No
Indicates various site areas			_____	Yes	_____ No
Indicates various parking locations			_____	Yes	_____ No
Indicates handicap parking			_____	Yes	_____ No
Special tourism signage			_____	Yes	_____ No
General appearance	_____	Good	_____	Fair	_____ Poor
ROADWAY SYSTEMS:	_____	Photos			
Entrances					
Length of approach lane	_____	Feet			
Width of approach pavement	_____	Feet			
Curb and gutter	_____	Yes	_____	No	
Access radii (feet)	_____	Inside	_____	Outside	
Entrance visibility	_____	Good	_____	Fair	_____ Poor
Exits					
Length of exit lane	_____	Feet			
Width of exit pavement	_____	Feet			
Curb and gutter	_____	Yes	_____	No	
Access radii (feet)	_____	Inside	_____	Outside	
Exit visibility	_____	Good	_____	Fair	_____ Poor
Separate semi/RV and auto parking			_____	Yes	_____ No
Vehicle/pedestrian conflicts			_____	Yes	_____ No
Number of parking spaces			_____	Passenger veh.	_____ RV's
			_____	Semi	_____ Handicap
Size of parking spaces	_____	Semi/RV	_____	Length	_____ Width
	_____	Passenger veh.	_____	Length	_____ Width
Pavement type	_____	Concrete	_____	Ashpalt	_____ Other
Condition of paving	_____	Good	_____	Fair	_____ Poor
Internal island	_____	Yes	_____	No	_____ Width

Facility Inventory Checklist (p. 2)

SITE UTILITY SYSTEMS:

ELECTRICAL/LIGHTING SYSTEM:	_____ Photos			
Power source	_____ Pub. Utility	_____ Generator	_____ Solar	
Power supply	_____ Overhead	_____ Underground		
Power demand (count)	_____ Exterior light poles			
	_____ Comfort station			
	_____ Information center			
	_____ Vending machine set			
	_____ Tourist display/mapping			
	_____ Irrigation controller			
	_____ Pumps			
	_____ Other			
Roadway lighting	_____ Good	_____ Fair	_____ Poor	
Pedstrian lighting	_____ Good	_____ Fair	_____ Poor	
Fixture appearance	_____ Good	_____ Fair	_____ Poor	
WATER SYSTEM:	_____ Photos			
Water source	_____ Municipal	_____ Well	_____ Spring	
System demand (count)	_____ Toilets	_____ Urinals	_____ Sinks	
	_____ Irrigation	_____ Hose bibs	_____ Fountains	
	_____ Other	_____		
Hot water heater	_____ Yes	_____ No	_____ Gallon	
	_____ Electric	_____ Gas	_____ Solar	
Fire protection	_____ Yes	_____ No	_____ Number	
Overall system operation	_____ Good	_____ Fair	_____ Poor	
SEWER SYSTEM:	_____ Photos			
Municipal system		_____ Yes	_____ No	
Lagoon system		_____ Yes	_____ No	
Septic Tank/Drainfield system		_____ Yes	_____ No	
Holding tank system		_____ Yes	_____ No	
Pump-out of tank		_____ Times/year		
Public restroom facility		_____ Yes	_____ No	
Toilet type	_____ Flush valve	_____ Tank system	_____ Other	
RV dump station		_____ Yes	_____ No	
Overall system operation	_____ Good	_____ Fair	_____ Poor	
COMMUNICATION SYSTEM:	_____ Photos			
Telephone service available	_____ Yes	_____ No	_____ Number	
Handicap accessible		_____ Yes	_____ No	
Telephones operational		_____ Yes	_____ No	
Telephones for emergency only		_____ Yes	_____ No	
Telephone service		_____ Overhead	_____ Underground	

SITE LANDSCAPING/IRRIGATION SYSTEMS:

SIDEWALKS	_____ Photos			
Walks serve pedestrian needs		_____ Yes	_____ No	
Handicap accessible		_____ Yes	_____ No	
Crosswalks, crossing what type of traffic				
Type of paving	_____ Concrete	_____ Asphalt	_____ Other	
General appearance	_____ Good	_____ Fair	_____ Poor	

Facility Inventory Checklist (p. 3)

TYPES OF PLANTINGS IN PLACE: _____ Photos

Lawn areas		_____ Yes	_____ No
Shrub areas		_____ Yes	_____ No
Flower areas		_____ Yes	_____ No
Trees		_____ Yes	_____ No
Native plant materials		_____ Yes	_____ No
Xeriscape/low water demand landscaping		_____ Yes	_____ No
Maintenance quality	_____ Good	_____ Fair	_____ Poor
General appearance	_____ Good	_____ Fair	_____ Poor

TYPES OF LANDSCAPING ELEMENTS IN PLACE: _____ Photos

Lawn and planter edging		_____ Yes	_____ No
Raised planters		_____ Yes	_____ No
Gravel or bark mulch		_____ Yes	_____ No
Rocks or boulders		_____ Yes	_____ No
General appearance	_____ Good	_____ Fair	_____ Poor

IRRIGATION SYSTEM: _____ Photos

Areas irrigated	_____ Lawn	_____ Planters	_____ None
System type	_____ Automatic	_____ Manual	_____ Flood
	_____ Quick Coup.	_____ Other	_____
Type of heads	_____ Spray	_____ Impact	_____ Other
Adequate coverage (are plants/grass alive)		_____ Yes	_____ No

SITE AMENITIES:

PICNIC AREAS: _____ Photos

Sheltered tables	_____ Yes	_____ No	_____ Number
Non-sheltered tables	_____ Yes	_____ No	_____ Number
Firegrills provided	_____ Yes	_____ No	_____ Number
Handicap accessible		_____ Yes	_____ No
Wind protection provided		_____ Yes	_____ No
General appearance	_____ Good	_____ Fair	_____ Poor
General cleanliness	_____ Good	_____ Fair	_____ Poor

TOURIST INFORMATION SYSTEM: _____ Photos

Permanent displays		_____ Yes	_____ No
Historical plaques		_____ Yes	_____ No
Information displayed			
Interpretive signs		_____ Yes	_____ No
Information displayed			
Maps of the state		_____ Yes	_____ No
Maps of the region		_____ Yes	_____ No
Tourist information		_____ Yes	_____ No
Staffed information booth		_____ Yes	_____ No
When open	_____ Hours	_____ Days	_____ Seasonal
General appearance	_____ Good	_____ Fair	_____ Poor

PET AREAS: _____ Photos

Designated area provided		_____ Yes	_____ No
Size of the area is adequate		_____ Yes	_____ No
General appearance	_____ Good	_____ Fair	_____ Poor
General cleanliness	_____ Good	_____ Fair	_____ Poor

OTHER AMENITIES _____ Photos

Drinking fountains, freestanding		_____ Number	_____ Condition
Handicap accessible		_____ Yes	_____ No
Seating (not picnic tables)	_____ Yes	_____ No	_____ Condition
Flagpole	_____ Yes	_____ No	_____ Condition
Playground equipment	_____ Yes	_____ No	_____ Condition
Sculpture or artwork	_____ Yes	_____ No	_____ Condition
Other	_____		

Facility Inventory Checklist (p. 4)

SOLID WASTE SYSTEMS: _____ Photos
- Trash receptacles _____ Yes _____ No _____ Number
- Dumpsters _____ Yes _____ No _____ Number
- Screened _____ Yes _____ No
- How often is garbage collected _____ Times per week
- Number of receptacles is adequate _____ Yes _____ No
- Number of collections is adequate _____ Yes _____ No
- Other problems _____
- General appearance _____ Good _____ Fair _____ Poor

STRUCTURES:

Exterior _____ Photos
- General appearance _____ Good _____ Fair _____ Poor

Interior _____ Photos
- General appearance _____ Good _____ Fair _____ Poor

RESTROOM FIXTURES:

WOMEN'S RESTROOM: _____ Photos
- Stalls _____ Number
- Operating _____ Yes _____ No _____ Number
- Handicap accessible _____ Yes No Number
- Basins _____ Number
- Water _____ Hot _____ Cold
- Operating _____ Yes _____ No _____ Number
- Handicap accessible _____ Yes _____ No _____ Number
- Mirrors _____ Number _____ Glass _____ Metal
- Handicap accessible _____ Yes _____ No _____ Number
- Convenience outlets _____ Yes _____ No _____ Number
- Counters or shelves _____ Yes _____ No _____ Number

MEN'S RESTROOMS: _____ Photos
- Stalls _____ Number
- Operating _____ Yes _____ No _____ Number
- Handicap accessible _____ Yes No Number
- Urinals _____ Number
- Operating _____ Yes _____ No _____ Number
- Handicap accessible _____ Yes No Number
- Basins _____ Number
- Water _____ Hot _____ Cold
- Operating _____ Yes _____ No _____ Number
- Handicap accessible _____ Yes _____ No _____ Number
- Mirrors _____ Number _____ Glass _____ Metal
- Convenience outlets _____ Yes _____ No _____ Number
- Counters or shelves _____ Yes _____ No _____ Number

HEATING/COOLING SYSTEM: _____ Photos
- Heating system _____ Yes _____ No
- Type _____ Gas _____ Electric _____ Solar
- Cooling system _____ Yes _____ No
- Type _____ Swamp _____ Refrig.

VENTILATION SYSTEM: _____ Photos
- Power exhaust _____ Yes _____ No
- Gravity louver _____ Yes _____ No
- Wind turbine _____ Yes _____ No
- Other
- Odor _____ Offensive _____ Tolerable
- Source of odor (if offensive) _____

Facility Inventory Checklist (p. 5)

OTHER COMMENTS/ITEMS:

Please discuss any other issues or items specific to this facility that are not discussed above:

Please sketch a map of the layout of layout of the rest area (entrance roadways, parking areas, buildings, etc.)

WC-1

Name:	St. George Welcome Center
Route:	I-15
Direction:	Northbound
Milepost:	3
Year Built:	1974
Jurisdiction:	UDOT Region 4
Maintenance:	UDOT Maintenance Contractor

Facility Overview:

The Welcome Center is located in the city of St. George, named in honor of George Albert Smith, and early Mormon pioneer leader. St. George and the surrounding area are known as "Utah's Dixie," for year-round mild temperatures. Two wonders of the world, Zion National Park and Bryce Canyon National Park, are within a half-day's drive.

Key Issues:

Scheduled to be removed with the construction of a new I-15 interchange
Replacement funding, location, and timetable still being considered
High adjacent highway AADT
High truck parking demand versus supply
High automobile parking demand versus supply
2006 Immediate Attention Ranking: 15 out of 38

Services Summary:

■ Service Available □ Service Not Available

Map Number	Facility	Year Built/Re-Built	Facility Age (years)	Advance Signing	Regulatory Signing	Paved Parking	Number of Car Stalls	Number of Truck/RV Stalls	Interior Lighting	Exterior Lighting	Telephone	Trash Receptacles	Drinking Fountains	Restrooms	Flush Toilet	Pit Toilet	Sep. ADA/Family Style Restroom	ADA Accessible	Tourist Information	On-Site Maint. Personnel / Attendant	Picnic Area	Firegrill or Firepit Facilities	Sidewalks	Landscaping / Irrigation	Designated Pet Area	Vending Machines	Internet Services / Wi-Fi Available	Fuel	Convenience Store / Restaurant	Mechanic
1	St. George	1974	32	■	■	■	30	15	■	■	■	■	■	■	■	□	□	■	■	■	■	■	■	■	■	■	■	□	□	□

WC-2

Name:	Thompson Welcome Center
Route:	I-70
Direction:	Westbound
Milepost:	180
Year Built:	1977
Jurisdiction:	UDOT Region 4
Maintenance:	UDOT Maintenance Contractor

Facility Overview:

The Welcome Center is located in the small town of Thompson, a few miles from the full-service town of Moab. This is world-famous redrock country, with two national parks - Arches and Canyonlands; and a state park - Dead Horse Point, within a short driving distance. Moab is a world-famous destination for mountain bikers, river rafters and 4-wheeling. Since 1949 the Moab area has been a popular location for Hollywood movies. Movies filmed in the area range from the old John Wayne classics to more recent hits such as Geronimo, City Slickers II, and Mission Impossible II.

Key Issues:

One of only two full-service facilities on westbound I-70
High fatigue crash percentages/rates
30 to 60 miles from an adj. public facility or urban boundary
More than 20 miles from an adj. city or town with services
Only fair utility quality due to poor water supply
2006 Immediate Attention Ranking: 19 out of 38

Services Summary:

■ Service Available □ Service Not Available

Map Number	Facility	Year Built/Re-Built	Facility Age (years)	Advance Signing	Regulatory Signing	Paved Parking	Number of Car Stalls	Number of Truck/RV Stalls	Interior Lighting	Exterior Lighting	Telephone	Trash Receptacles	Drinking Fountains	Restrooms	Flush Toilet	Pit Toilet	Sep. ADA/Family Style Restroom	ADA Accessible	Tourist Information	On-Site Maint. Personnel / Attendant	Picnic Area	Firegrill or Firepit Facilities	Sidewalks	Landscaping / Irrigation	Designated Pet Area	Vending Machines	Internet Services / Wi-Fi Available	Fuel	Convenience Store / Restaurant	Mechanic
2	Thompson	1977	29	■	■	■	22	9	■	■	■	■	■	■	■	□	□	■	■	■	■	■	■	■	■	■	■	□	□	□	□

WC-3

Name:	Jensen Welcome Center
Route:	US-40
Direction:	Eastbound and westbound
Milepost:	157
Year Built:	1997
Jurisdiction:	UDOT Region 3
Maintenance:	UDOT Maintenance Contractor

Facility Overview:

The Welcome Center is located in the small town of Jensen, a few miles from the full-service town of Vernal. The area is a recreation paradise, with thousands of acres of open country perfect for biking, hiking and exploration. The Green River is popular with white-water rafters and there are several excellent guide services that begin their water adventures here. Perhaps the area is best known for Dinosaur National Monument, home of the largest quarry of Jurassic Period dinosaur bones ever discovered. A year-round visitor center built over the quarry protects 2,000-plus dinosaur bones left exposed in the sandstone wall.

Key Issues:

One of only two facilities on US-40
More than 60 mi. from an adj. public facility or urban boundary
Moderate adjacent highway AADT
Moderate truck parking demand versus supply
2006 Immediate Attention Ranking: 28 out of 38

Services Summary:

■ Service Available □ Service Not Available

Map Number	Facility	Year Built/Re-Built	Facility Age (years)	Advance Signing	Regulatory Signing	Paved Parking	Number of Car Stalls	Number of Truck/RV Stalls	Interior Lighting	Exterior Lighting	Telephone	Trash Receptacles	Drinking Fountains	Restrooms	Flush Toilet	Pit Toilet	Sep. ADA/Family Style Restroom	ADA Accessible	Tourist Information	On-Site Maint. Personnel / Attendant	Picnic Area	Firegrill or Firepit Facilities	Sidewalks	Landscaping / Irrigation	Designated Pet Area	Vending Machines	Internet Services / Wi-Fi Available	Fuel	Convenience Store / Restaurant	Mechanic
3	Jensen	1997	9	■	■	■	30	8	■	■	■	■	■	■	■	□	■	■	■	■	■	■	■	■	■	■	■	□	□	□

WC-4

Name:	Echo Canyon Welcome Center
Route:	I-80
Direction:	Westbound
Milepost:	171
Year Built:	1992
Jurisdiction:	UDOT Region 2
Maintenance:	UDOT Maintenance Contractor

Facility Overview:

The Welcome Center is located in Echo Canyon, named by early pioneers for the echoes that bounce back and forth across the canyon walls. Echo Canyon played a vital role in the settlement of the West. It was a major Native American trail, and later a popular route for fur trappers and pioneers. The Donner-Reed Party passed through the canyon in their failed attempt to reach California. The canyon is part of both the Oregon Trail and the Mormon Pioneer Trail. In the 1850's it served as passage for the Overland Stage Company and in 1860 was a route for the Pony Express. Today Interstate 80 passes through the canyon, connecting the cities of Evanston, Wyoming and Park City, Utah.

Key Issues:

Provides separate handicap restrooms and is in good working condition
Restrooms are noted to have an offensive and persistent odor
High adjacent highway AADT
Fair primary structure condition and appearanc
2006 Immediate Attention Ranking: 37 out of 38

Services Summary:

Service Available Service Not Available

Map Number	Facility	Year Built/Re-Built	Facility Age (years)	Advance Signing	Regulatory Signing	Paved Parking	Number of Car Stalls	Number of Truck/RV Stalls	Interior Lighting	Exterior Lighting	Telephone	Trash Receptacles	Drinking Fountains	Restrooms	Flush Toilet	Pit Toilet	Sep. ADA/Family Style Restroom	ADA Accessible	Tourist Information	On-Site Maint. Personnel / Attendant	Picnic Area	Firegrill or Firepit Facilities	Sidewalks	Landscaping / Irrigation	Designated Pet Area	Vending Machines	Internet Services / Wi-Fi Available	Fuel	Convenience Store / Restaurant	Mechanic
4	Echo	1992	14				65	21																						

WC-5

Name:	Brigham Welcome Center
Route:	I-15
Direction:	Southbound
Milepost:	369
Year Built:	1975
Jurisdiction:	UDOT Region 1
Maintenance:	UDOT Maintenance Contractor

Facility Overview:

The Welcome Center is located north of the town of Brigham City, named in honor of Mormon Leader Brigham Young. It is near two of Utah's major tourist attractions: Golden Spike National Historic Site, located at the site where, on May 10th, 1869, the last spike was driven to complete the nation's transcontinental railroad; and the Bear River Bird Migratory Bird Refuge, the stopping-off place for millions of birds as they migrate from Mexico to Canada and back again.

Key Issues:

Over 30 years old
Amenities such as separate ADA accessible restrooms would require new building structure
High adjacent highway AADT
High truck parking demand versus supply
High automobile parking demand versus supply
2006 Immediate Attention Ranking: 10 out of 38

Services Summary:

■ Service Available □ Service Not Available

Map Number	Facility	Year Built/Re-Built	Facility Age (years)	Advance Signing	Regulatory Signing	Paved Parking	Number of Car Stalls	Number of Truck/RV Stalls	Interior Lighting	Exterior Lighting	Telephone	Trash Receptacles	Drinking Fountains	Restrooms	Flush Toilet	Pit Toilet	Sep. ADA/Family Style Restroom	ADA Accessible	Tourist Information	On-Site Maint. Personnel / Attendant	Picnic Area	Firegrill or Firepit Facilities	Sidewalks	Landscaping / Irrigation	Designated Pet Area	Vending Machines	Internet Services / Wi-Fi Available	Fuel	Convenience Store / Restaurant	Mechanic
5	Brigham	1975	31	■	■	■	30	14	■	■	■	■	■	■	■	□	□	■	■	■	■	■	■	■	■	■	■	□	□	□

RA-1

Name:	Shingle Creek Rest Area
Route:	US-89
Direction:	Northbound and southbound
Milepost:	95
Year Built:	1970
Jurisdiction:	UDOT Region 4
Maintenance:	UDOT Maintenance Contractor

Facility Overview:

The Shingle Creek rest area is located along US-89 in southern Utah near the town of Glendale. There are many scenic and recreational sites in the vicinity including Zion National Park, Cedar Breaks National Monument and the Grand Staircase-Escalante National Monument.

Key Issues:

36 years old
Close spacing of adjacent cities and towns was noted as primary reason for closure
Adjacent highway AADT less than 2,500 vehicles per day
Amenities such as Separate ADA Accessible restrooms would likely require new building structure
High fatigue crash percentages/rates
30 to 60 miles from an adj. public facility or urban boundary
Poor primary structure condition and appearance
2006 Immediate Attention Ranking: 29 out of 38

Services Summary:

■ Service Available □ Service Not Available

Map Number	Facility	Year Built/Re-Built	Facility Age (years)	Advance Signing	Regulatory Signing	Paved Parking	Number of Car Stalls	Number of Truck/RV Stalls	Interior Lighting	Exterior Lighting	Telephone	Trash Receptacles	Drinking Fountains	Restrooms	Flush Toilet	Pit Toilet	Sep. ADA/Family Style Restroom	ADA Accessible	Tourist Information	On-Site Maint. Personnel / Attendant	Picnic Area	Firegrill or Firepit Facilities	Sidewalks	Landscaping / Irrigation	Designated Pet Area	Vending Machines	Internet Services / Wi-Fi Available	Fuel	Convenience Store / Restaurant	Mechanic
1	Shingle Creek	1970	36	■	■	■	10	2	■	■	□	■	■	■	■	□	□	■	■	■	■	■	■	■	□	□	□	□	□	□

RA-2

Name:	Kanarraville NB Rest Area
Route:	I-15
Direction:	Northbound
Milepost:	45
Year Built:	1999
Jurisdiction:	UDOT Region 4
Maintenance:	UDOT Maintenance Contractor

Facility Overview:

The Kanarraville rest area is located on I-15 near Kanarraville in the southwestern part of the state. This is one of the larger rest area sites in the state.

Key Issues:

One of the newest facilities in the state
Experiences overcrowding of trucks at times
High adjacent highway AADT
High automobile parking demand versus supply
30 to 60 miles from an adj. public facility or urban boundary
High truck parking demand versus supply
2006 Immediate Attention Ranking: 21 out of 38

Services Summary:

■ Service Available □ Service Not Available

Map Number	Facility	Year Built/Re-Built	Facility Age (years)	Advance Signing	Regulatory Signing	Paved Parking	Number of Car Stalls	Number of Truck/RV Stalls	Interior Lighting	Exterior Lighting	Telephone	Trash Receptacles	Drinking Fountains	Restrooms	Flush Toilet	Pit Toilet	Sep. ADA/Family Style Restroom	ADA Accessible	Tourist Information	On-Site Maint. Personnel / Attendant	Picnic Area	Firegrill or Firepit Facilities	Sidewalks	Landscaping / Irrigation	Designated Pet Area	Vending Machines	Internet Services / Wi-Fi Available	Fuel	Convenience Store / Restaurant	Mechanic
2	Kanarraville (NB)	1999	7	■	■	■	21	15	■	■	■	■	■	■	■		■	■	■	■	■	■	■	■		■				

RA-3

Name:	Kanarraville SB Rest Area
Route:	I-15
Direction:	Southbound
Milepost:	45
Year Built:	1999
Jurisdiction:	UDOT Region 4
Maintenance:	UDOT Maintenance Contractor

Facility Overview:

The Kanarraville rest area is located on I-15 near Kanarraville in the southwestern part of the state. This is one of the larger rest area sites in the state.

Key Issues:

One of the newest facilities in the state
Experiences overcrowding of trucks at times
High adjacent highway AADT
High automobile parking demand versus supply
30 to 60 miles from an adj. public facility or urban boundary
High truck parking demand versus supply
2006 Immediate Attention Ranking: 18 out of 38

Services Summary:

■ Service Available □ Service Not Available

Map Number	Facility	Year Built/Re-Built	Facility Age (years)	Advance Signing	Regulatory Signing	Paved Parking	Number of Car Stalls	Number of Truck/RV Stalls	Interior Lighting	Exterior Lighting	Telephone	Trash Receptacles	Drinking Fountains	Restrooms	Flush Toilet	Pit Toilet	Sep. ADA/Family Style Restroom	ADA Accessible	Tourist Information	On-Site Maint. Personnel / Attendant	Picnic Area	Firegrill or Firepit Facilities	Sidewalks	Landscaping / Irrigation	Designated Pet Area	Vending Machines	Internet Services / Wi-Fi Available	Fuel	Convenience Store / Restaurant	Mechanic
3	Kanarraville (SB)	1999	7	■	■	■	21	15	■	■	■	■	■	■	■		■	■	■	■	■	■	■	■		■				

RA-4

Name:	Pines Rest Area
Route:	SR-12
Direction:	Eastbound and westbound
Milepost:	10
Year Built:	1970
Jurisdiction:	UDOT Region 4
Maintenance:	UDOT Region 4

Facility Overview:

The Pines rest area is located on in the Dixie National Forest on SR-12 which is one of a handful of roadways in the country designated an All-American Highway. Recreational areas in the vicinity include Bryce Canyon National Park, The Grand Staircase-Escalante National Monument, and the Paunsaugunt Plateau.

Key Issues:

Close spacing to adjacent cities and towns
Adjacent highway AADT less than 2,500 vehicles per day
Close to Red Canyon and Bryce Canyon visitor's centers
Amenities such as Separate ADA Accessible restrooms would likely require new building structure
36 years old
Moderate truck parking demand versus supply
2006 Immediate Attention Ranking: 38 out of 38

Services Summary:

■ Service Available □ Service Not Available

Map Number	Facility	Year Built/Re-Built	Facility Age (years)	Advance Signing	Regulatory Signing	Paved Parking	Number of Car Stalls	Number of Truck/RV Stalls	Interior Lighting	Exterior Lighting	Telephone	Trash Receptacles	Drinking Fountains	Restrooms	Flush Toilet	Pit Toilet	Sep. ADA/Family Style Restroom	ADA Accessible	Tourist Information	On-Site Maint. Personnel / Attendant	Picnic Area	Firegrill or Firepit Facilities	Sidewalks	Landscaping / Irrigation	Designated Pet Area	Vending Machines	Internet Services / Wi-Fi Available	Fuel	Convenience Store / Restaurant	Mechanic
4	Pines	1970	36	■	■	■	15	6	■	■	□	■	■	■	■	□	□	■	■	□	■	■	■	□	□	□	□	□	□	□

RA-5

Name:	Lunt Park NB Rest Area
Route:	I-15
Direction:	Northbound
Milepost:	88
Year Built:	1987
Jurisdiction:	UDOT Region 4
Maintenance:	UDOT Maintenance Contractor

Facility Overview:

The Lunt Park rest area is located on I-15 just north of Parowan. This rest area is one of the larger rest area sites in the state.

Key Issues:

High truck parking demand versus supply
High adjacent highway AADT
30 to 60 miles from an adj. public facility or urban boundary
Fairly high fatigue crash percentages/rates
Fairly high automobile parking demand versus supply
2006 Immediate Attention Ranking: 16 out of 38

Services Summary:

■ Service Available □ Service Not Available

Map Number	Facility	Year Built/Re-Built	Facility Age (years)	Advance Signing	Regulatory Signing	Paved Parking	Number of Car Stalls	Number of Truck/RV Stalls	Interior Lighting	Exterior Lighting	Telephone	Trash Receptacles	Drinking Fountains	Restrooms	Flush Toilet	Pit Toilet	Sep. ADA/Family Style Restroom	ADA Accessible	Tourist Information	On-Site Maint. Personnel / Attendant	Picnic Area	Firegrill or Firepit Facilities	Sidewalks	Landscaping / Irrigation	Designated Pet Area	Vending Machines	Internet Services / Wi-Fi Available	Fuel	Convenience Store / Restaurant	Mechanic
5	Lunt Park (NB)	1987	19	■	■	■	23	10	■	■	■	■	■	■	■			■	■	■	■	■	■	■	■	■				

RA-6

Name:	Lunt Park SB Rest Area
Route:	I-15
Direction:	Southbound
Milepost:	88
Year Built:	1987
Jurisdiction:	UDOT Region 4
Maintenance:	UDOT Maintenance Contractor

Facility Overview:

The Lunt Park rest area is located on I-15 just north of Parowan. This rest area is one of the larger rest area sites in the state.

Key Issues:

Provide adequate services
High adjacent highway AADT
30 to 60 miles from an adj. public facility or urban boundary
High truck parking demand versus supply
Fairly high automobile parking demand versus supply
Fairly high fatigue crash percentages/rates
2006 Immediate Attention Ranking: 20 out of 38

Services Summary:

■ Service Available □ Service Not Available

Map Number	Facility	Year Built/Re-Built	Facility Age (years)	Advance Signing	Regulatory Signing	Paved Parking	Number of Car Stalls	Number of Truck/RV Stalls	Interior Lighting	Exterior Lighting	Telephone	Trash Receptacles	Drinking Fountains	Restrooms	Flush Toilet	Pit Toilet	Sep. ADA/Family Style Restroom	ADA Accessible	Tourist Information	On-Site Maint. Personnel / Attendant	Picnic Area	Firegrill or Firepit Facilities	Sidewalks	Landscaping / Irrigation	Designated Pet Area	Vending Machines	Internet Services / Wi-Fi Available	Fuel	Convenience Store / Restaurant	Mechanic
6	Lunt Park (SB)	1987	19	■	■	■	25	10	■	■	■	■	■	■	■			■	■	■	■	■	■	■	■	■				

RA-7

Name:	Kane Springs Rest Area
Route:	US-191
Direction:	Northbound and southbound
Milepost:	
Year Built:	1998
Jurisdiction:	UDOT Region 4
Maintenance:	UDOT Maintenance Contractor

Facility Overview:

The Kane Springs rest area is located on US-191 in southeastern Utah south of Moab. This section of US-191 is one of the major interstate travel routes between the northwestern United States and New Mexico and Texas. There are numerous scenic and recreational sites in the vicinity such as the Manti-LaSal National Forest, Canyonlands National Park, The Moab Slick Rock Trail and Arches National Park.

Key Issues:

One of the newest facilities in the state
30 to 60 miles from an adj. public facility or urban boundary
Moderate fatigue crash percentages/rates
More than 20 miles from an adjacent city or town with services
2006 Immediate Attention Ranking: 36 out of 38

Services Summary:

■ Service Available □ Service Not Available

Map Number	Facility	Year Built/Re-Built	Facility Age (years)	Advance Signing	Regulatory Signing	Paved Parking	Number of Car Stalls	Number of Truck/RV Stalls	Interior Lighting	Exterior Lighting	Telephone	Trash Receptacles	Drinking Fountains	Restrooms	Flush Toilet	Pit Toilet	Sep. ADA/Family Style Restroom	ADA Accessible	Tourist Information	On-Site Maint. Personnel / Attendant	Picnic Area	Firegrill or Firepit Facilities	Sidewalks	Landscaping / Irrigation	Designated Pet Area	Vending Machines	Internet Services / Wi-Fi Available	Fuel	Convenience Store / Restaurant	Mechanic
7	Kane Springs	1998	8	■	■	■	20	10	■	■	■	■	■	■	■			■	■	■	■	■	■	■	■	■				

RA-8

Name:	Hoover Rest Area
Route:	US-89
Direction:	Northbound and southbound
Milepost:	184
Year Built:	1970
Jurisdiction:	UDOT Region 4
Maintenance:	UDOT Region 4

Facility Overview:

The Hoover rest area is located on US-89 in central Utah near the town of Marysvale and the Big Rock Candy Mountain. This rest area serves a large percentage of recreational traffic using the nearby Fishlake National Forest.

Key Issues:

Adjacent highway AADT less than 2,500 vehicles per day
Amenities such as separate ADA accessible restrooms would require new building structure
30 to 60 miles from an adj. public facility or urban boundary
Fairly high fatigue crash percentages/rates
Fair lighting conditions
Poor primary structure condition and appearance
36 years old
2006 Immediate Attention Ranking: 24 out of 38

Services Summary:

■ Service Available □ Service Not Available

Map Number	Facility	Year Built/Re-Built	Facility Age (years)	Advance Signing	Regulatory Signing	Paved Parking	Number of Car Stalls	Number of Truck/RV Stalls	Interior Lighting	Exterior Lighting	Telephone	Trash Receptacles	Drinking Fountains	Restrooms	Flush Toilet	Pit Toilet	Sep. ADA/Family Style Restroom	ADA Accessible	Tourist Information	On-Site Maint. Personnel / Attendant	Picnic Area	Firegrill or Firepit Facilities	Sidewalks	Landscaping / Irrigation	Designated Pet Area	Vending Machines	Internet Services / Wi-Fi Available	Fuel	Convenience Store / Restaurant	Mechanic
8	Hoover	1970	36	■	■	■	■	■	■	■		■	■	■	■			■	■		■	■	■	■	■					

RA-9

Name:	Oak Springs Rest Area
Route:	SR-24
Direction:	Eastbound and westbound
Milepost:	35
Year Built:	1970
Jurisdiction:	UDOT Region 4
Maintenance:	UDOT Region 4

Facility Overview:

The Oak Springs rest area is located on SR-24 in central Utah just outside the Fish Lake National Forest. Nearby recreation sites include Fish Lake, Capitol Reef National Park and Boulder Mountain.

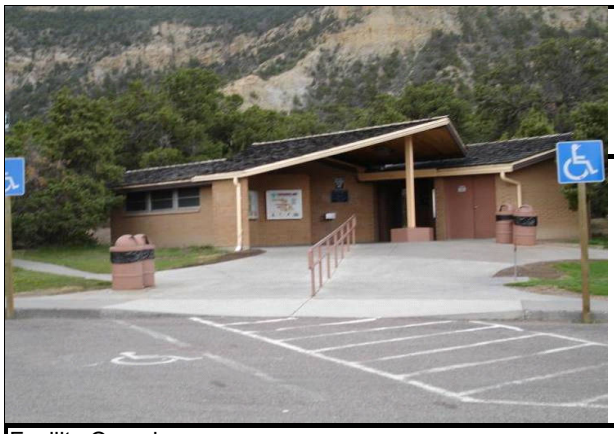
Key Issues:

Adjacent highway AADT less than 2,500 vehicles per day
Amenities such as separate ADA accessible restrooms would require new building structure
30 to 60 miles from an adj. public facility or urban boundary
Fair lighting conditions
Fair overall site condition and appearance
Fair primary structure condition and appearance
2006 Immediate Attention Ranking: 30 out of 38

Services Summary:

■ Service Available □ Service Not Available

Map Number	Facility	Year Built/Re-Built	Facility Age (years)	Advance Signing	Regulatory Signing	Paved Parking	Number of Car Stalls	Number of Truck/RV Stalls	Interior Lighting	Exterior Lighting	Telephone	Trash Receptacles	Drinking Fountains	Restrooms	Flush Toilet	Pit Toilet	Sep. ADA/Family Style Restroom	ADA Accessible	Tourist Information	On-Site Maint. Personnel / Attendant	Picnic Area	Firegrill or Firepit Facilities	Sidewalks	Landscaping / Irrigation	Designated Pet Area	Vending Machines	Internet Services / Wi-Fi Available	Fuel	Convenience Store / Restaurant	Mechanic
9	Oak Springs	1989	17	■		■	10	3	■	■		■	■	■	■			■	■		■		■	■	■					



RA-10

Name:	Ivie Creek Rest Area
Route:	I-70
Direction:	Westbound
Milepost:	84
Year Built:	1970
Jurisdiction:	UDOT Region 4
Maintenance:	UDOT Maintenance Contractor

Facility Overview:

The Ivie Creek rest area is located along a remote stretch of I-70 in central Utah. Ivie Creek is the only full-service rest area between the I-15/I-70 interchange to the west and Crescent Junction/Thompson Springs to the east.

Key Issues:

Only rest area between the I-15/I-70 junction and the city of Green River
Amenities such as Separate ADA Accessible restrooms would likely require new building structure
High fatigue crash percentages/rates
More than 20 miles from an adj. city or town with services
Poor primary structure condition and appearance
Moderate adjacent highway AADT
36 years old
2006 Immediate Attention Ranking: 27 out of 38

Services Summary:

■ Service Available □ Service Not Available

Map Number	Facility	Year Built/Re-Built	Facility Age (years)	Advance Signing	Regulatory Signing	Paved Parking	Number of Car Stalls	Number of Truck/RV Stalls	Interior Lighting	Exterior Lighting	Telephone	Trash Receptacles	Drinking Fountains	Restrooms	Flush Toilet	Pit Toilet	Sep. ADA/Family Style Restroom	ADA Accessible	Tourist Information	On-Site Maint. Personnel / Attendant	Picnic Area	Firegrill or Firepit Facilities	Sidewalks	Landscaping / Irrigation	Designated Pet Area	Vending Machines	Internet Services / Wi-Fi Available	Fuel	Convenience Store / Restaurant	Mechanic
10	Ivie Creek	1970	36	■	■	■	25	12	■	■	□	■	■	■	■	□	□	■	■	■	■	■	■	■	■	□	□	□	□	□

RA-11

Name:	Crescent Junction Rest Area
Route:	I-70
Direction:	Eastbound
Milepost:	180
Year Built:	1979
Jurisdiction:	UDOT Region 4
Maintenance:	UDOT Maintenance Contractor

Facility Overview:

The Crescent Junction rest area is located on a hill near the junction of I-70 and US-191 approximately 30 miles north of the full-service town of Moab. This is world-famous redrock country, with two national parks - Arches and Canyonlands; and a state park - Dead Horse Point, within a short driving distance. Moab is a world-famous destination for mountain bikers, river rafters and 4-wheeling. Since 1949 the Moab area has been a popular location for Hollywood movies.

Key Issues:

Only one of two full-service eastbound facilities along I-70
High fatigue crash percentages/rates
30 to 60 miles from an adj. public facility or urban boundary
More than 20 miles from an adj. city or town with services
Moderate adjacent highway AADT
2006 Immediate Attention Ranking: 17 out of 38

Services Summary:

■ Service Available □ Service Not Available

Map Number	Facility	Year Built/Re-Built	Facility Age (years)	Advance Signing	Regulatory Signing	Paved Parking	Number of Car Stalls	Number of Truck/RV Stalls	Interior Lighting	Exterior Lighting	Telephone	Trash Receptacles	Drinking Fountains	Restrooms	Flush Toilet	Pit Toilet	Sep. ADA/Family Style Restroom	ADA Accessible	Tourist Information	On-Site Maint. Personnel / Attendant	Picnic Area	Firegrill or Firepit Facilities	Sidewalks	Landscaping / Irrigation	Designated Pet Area	Vending Machines	Internet Services / Wi-Fi Available	Fuel	Convenience Store / Restaurant	Mechanic
11	Crescent Jct.	1979	27	■	■	■	22	8	■	■	■	■	■	■	■			■	■	■	■	■	■	■	■	■				

RA-12

Name:	Silver City Rest Area
Route:	US-6
Direction:	Eastbound and westbound
Milepost:	127
Year Built::	1997
Jurisdiction:	UDOT Region 3
Maintenance:	UDOT Region 3

Facility Overview:

The Silver City rest area is located on US 6 near Jericho junction in the western part of the state. This rest area largely serves recreational traffic using the nearby Little Sahara Recreation Area.

Key Issues:

Provides fewest services of any rest area facility
Serves primarily recreational trips during the peak summer months and closed during winter months
More than 60 mi. from an adj. public facility or urban boundary
Poor lighting conditions and utility quality
More than 20 miles from an adj. city or town with services
Very Poor overall site condition and appearance
Very Poor primary structure condition and appearance
2006 Immediate Attention Ranking: 4 out of 38

Services Summary:

■ Service Available □ Service Not Available

Map Number	Facility	Year Built/Re-Built	Facility Age (years)	Advance Signing	Regulatory Signing	Paved Parking	Number of Car Stalls	Number of Truck/RV Stalls	Interior Lighting	Exterior Lighting	Telephone	Trash Receptacles	Drinking Fountains	Restrooms	Flush Toilet	Pit Toilet	Sep. ADA/Family Style Restroom	ADA Accessible	Tourist Information	On-Site Maint. Personnel / Attendant	Picnic Area	Firegrill or Firepit Facilities	Sidewalks	Landscaping / Irrigation	Designated Pet Area	Vending Machines	Internet Services / Wi-Fi Available	Fuel	Convenience Store / Restaurant	Mechanic
12	Silver City	1997	9	■		■	■	■				■		■		■		■			■	■	■							

RA-13

Name:	Tucker Rest Area
Route:	US-6
Direction:	Eastbound and westbound
Milepost:	203
Year Built:	1969
Jurisdiction:	UDOT Region 4
Maintenance:	UDOT Maintenance Contractor

Facility Overview:

The Tucker rest area is located on US-6 in Spanish Fork Canyon between Price and Thistle Junction. This rest area is one of the most popular and busiest non-interstate rest areas in the state.

Key Issues:

To be removed with the reconstruction of US-6 (2007)
2006 STIP shows $1.5 million in concept development for new construction
30 to 60 miles from an adj. public facility or urban boundary
High adjacent highway AADT
High truck parking demand versus supply
Fairly high automobile parking demand versus supply
Poor conformance with current design standards
Poor primary structure condition and appearance
37 years old
2006 Immediate Attention Ranking: 13 out of 38

Services Summary:

■ Service Available □ Service Not Available

Map Number	Facility	Year Built/Re-Built	Facility Age (years)	Advance Signing	Regulatory Signing	Paved Parking	Number of Car Stalls	Number of Truck/RV Stalls	Interior Lighting	Exterior Lighting	Telephone	Trash Receptacles	Drinking Fountains	Restrooms	Flush Toilet	Pit Toilet	Sep. ADA/Family Style Restroom	ADA Accessible	Tourist Information	On-Site Maint. Personnel / Attendant	Picnic Area	Firegrill or Firepit Facilities	Sidewalks	Landscaping / Irrigation	Designated Pet Area	Vending Machines	Internet Services / Wi-Fi Available	Fuel	Convenience Store / Restaurant	Mechanic
13	Tucker	1969	37	■	■	■	16	7	■	■	■	■	■	■	■			■	■	■	■	■	■	■	■	■				

RA-14

Name:	Pinion Ridge Rest Area
Route:	US-40
Direction:	Eastbound and westbound
Milepost:	70
Year Built:	2000
Jurisdiction:	UDOT Region 3
Maintenance:	UDOT Maintenance Contractor

Facility Overview:

The Pinion Ridge rest area is located on US-40 a few miles west of the town of Duchesne. There are many recreational opportunities in the vicinity, such as Starvation Reservoir, Strawberry Reservoir, the Uinta mountains to the north and Dinosaur National Monument to the east.

Key Issues:

One of the newest facilities in the state
More than 60 mi. from an adj. public facility or urban boundary
10 to 20 miles from an adjacent city or town with services
Moderate adjacent highway AADT
2006 Immediate Attention Ranking: 31 out of 38

Services Summary:

■ Service Available □ Service Not Available

Map Number	Facility	Year Built/Re-Built	Facility Age (years)	Advance Signing	Regulatory Signing	Paved Parking	Number of Car Stalls	Number of Truck/RV Stalls	Interior Lighting	Exterior Lighting	Telephone	Trash Receptacles	Drinking Fountains	Restrooms	Flush Toilet	Pit Toilet	Sep. ADA/Family Style Restroom	ADA Accessible	Tourist Information	On-Site Maint. Personnel / Attendant	Picnic Area	Firegrill or Firepit Facilities	Sidewalks	Landscaping / Irrigation	Designated Pet Area	Vending Machines	Internet Services / Wi-Fi Available	Fuel	Convenience Store / Restaurant	Mechanic
14	Pinion Ridge	2000	6	■	■	■	■	■	■	■	■	■	■	■	■	□	■	■	□	■	■	■	■	■	■	■	□	□	□	□

RA-15

Name:	Salt Flats EB Rest Area
Route:	I-80
Direction:	Eastbound
Milepost:	10
Year Built:	1970
Jurisdiction:	UDOT Region 2
Maintenance:	UDOT Maintenance Contractor

Facility Overview:

The Salt Flats rest areas are located on Interstate 10 miles from the Nevada border. They are adjacent to Utah's famed Bonneville Salt Flats, site of numerous land speed records. The first transcontinental telephone line was also completed near this site in 1914.

Key Issues:

Over 35 years old
Amenities such as separate ADA accessible restrooms would require new building structure
Moderate fatigue crash percentages/rates
Moderate adjacent highway AADT
Poor overall site condition and appearance
36 years old
Fair primary structure condition and appearance
2006 Immediate Attention Ranking: 35 out of 38

Services Summary:

■ Service Available □ Service Not Available

Map Number	Facility	Year Built/Re-Built	Facility Age (years)	Advance Signing	Regulatory Signing	Paved Parking	Number of Car Stalls	Number of Truck/RV Stalls	Interior Lighting	Exterior Lighting	Telephone	Trash Receptacles	Drinking Fountains	Restrooms	Flush Toilet	Pit Toilet	Sep. ADA/Family Style Restroom	ADA Accessible	Tourist Information	On-Site Maint. Personnel / Attendant	Picnic Area	Firegrill or Firepit Facilities	Sidewalks	Landscaping / Irrigation	Designated Pet Area	Vending Machines	Internet Services / Wi-Fi Available	Fuel	Convenience Store / Restaurant	Mechanic
15	Salt Flats (EB)	1970	36	■	■	■	30	11	■	■	■	■	■	■	■			■	■	■	■		■	■	■	■				

RA-16

Name:	Salt Flats WB Rest Area
Route:	I-80
Direction:	Westbound
Milepost:	10
Year Built:	1970
Jurisdiction:	UDOT Region 2
Maintenance:	UDOT Maintenance Contractor

Facility Overview:

The Salt Flats rest areas are located on Interstate 10 miles from the Nevada border. They are adjacent to Utah's famed Bonneville Salt Flats, site of numerous land speed records. The first transcontinental telephone line was also completed near this site in 1914.

Key Issues:

Amenities such as separate ADA accessible restrooms would require new building structure
High fatigue crash percentages/rates
Moderate adjacent highway AADT
Poor overall site condition and appearance
36 years old
Fair primary structure condition and appearance
2006 Immediate Attention Ranking: 32 out of 38

Services Summary:

■ Service Available □ Service Not Available

Map Number	Facility	Year Built/Re-Built	Facility Age (years)	Advance Signing	Regulatory Signing	Paved Parking	Number of Car Stalls	Number of Truck/RV Stalls	Interior Lighting	Exterior Lighting	Telephone	Trash Receptacles	Drinking Fountains	Restrooms	Flush Toilet	Pit Toilet	Sep. ADA/Family Style Restroom	ADA Accessible	Tourist Information	On-Site Maint. Personnel / Attendant	Picnic Area	Firegrill or Firepit Facilities	Sidewalks	Landscaping / Irrigation	Designated Pet Area	Vending Machines	Internet Services / Wi-Fi Available	Fuel	Convenience Store / Restaurant	Mechanic
16	Salt Flats (WB)	1970	36	■	■	■	30	12	■	■	■	■	■	■	■			■	■	■	■		■	■	■	■				

RA-17

Name:	Grassy Mountain EB Rest Area
Route:	I-80
Direction:	Eastbound
Milepost:	54
Year Built:	2000
Jurisdiction:	UDOT Region 2
Maintenance:	UDOT Maintenance Contractor

Facility Overview:

The Grassy Mountain rest area is located on I-80 southwest of the Great Salt Lake. This is the only rest area facility between the Salt Lake urban area and the Salt Flats rest areas near the Utah/Nevada border.

Key Issues:

One of the newest facilities in the state
High fatigue-related crash rates in vicinity
High fatigue crash percentages/rates
30 to 60 miles from an adjacent public facility or urban boundary
More than 20 miles from an adj. city or town with services
Moderate adjacent highway AADT
2006 Immediate Attention Ranking: 26 out of 38

Services Summary:

■ Service Available □ Service Not Available

Map Number	Facility	Year Built/Re-Built	Facility Age (years)	Advance Signing	Regulatory Signing	Paved Parking	Number of Car Stalls	Number of Truck/RV Stalls	Interior Lighting	Exterior Lighting	Telephone	Trash Receptacles	Drinking Fountains	Restrooms	Flush Toilet	Pit Toilet	Sep. ADA/Family Style Restroom	ADA Accessible	Tourist Information	On-Site Maint. Personnel / Attendant	Picnic Area	Firegrill or Firepit Facilities	Sidewalks	Landscaping / Irrigation	Designated Pet Area	Vending Machines	Internet Services / Wi-Fi Available	Fuel	Convenience Store / Restaurant	Mechanic
17	Grassy Mtn. (EB)	2000	6	■	■	■	22	14	■	■	■	■	■	■	■			■		■	■		■	■	■	■				

RA-18

Name:	Grassy Mountain WB Rest Area
Route:	I-80
Direction:	Westbound
Milepost:	54
Year Built:	2000
Jurisdiction:	UDOT Region 2
Maintenance:	UDOT Maintenance Contractor

Facility Overview:

The Grassy Mountain rest area is located on I-80 southwest of the Great Salt Lake. This is the only rest area facility between the Salt Lake urban area and the Salt Flats rest areas near the Utah/Nevada border.

Key Issues:

One of the newest facilities in the state
High fatigue-related crash rates in vicinity
30 to 60 miles from an adjacent public facility or urban boundary
More than 20 miles from an adjacent city or town with services
Moderate adjacent highway AADT
2006 Immediate Attention Ranking: 33 out of 38

Services Summary:

■ Service Available □ Service Not Available

Map Number	Facility	Year Built/Re-Built	Facility Age (years)	Advance Signing	Regulatory Signing	Paved Parking	Number of Car Stalls	Number of Truck/RV Stalls	Interior Lighting	Exterior Lighting	Telephone	Trash Receptacles	Drinking Fountains	Restrooms	Flush Toilet	Pit Toilet	Sep. ADA/Family Style Restroom	ADA Accessible	Tourist Information	On-Site Maint. Personnel / Attendant	Picnic Area	Firegrill or Firepit Facilities	Sidewalks	Landscaping / Irrigation	Designated Pet Area	Vending Machines	Internet Services / Wi-Fi Available	Fuel	Convenience Store / Restaurant	Mechanic
18	Grassy Mtn. (WB)	2000	6	■	■	■	22	14	■	■	■	■	■	■	■			■		■	■		■	■	■	■				

RA-19

Name:	Echo Canyon Rest Area
Route:	I-80
Direction:	Eastbound
Milepost:	
Year Built:	1970
Jurisdiction:	UDOT Region 2
Maintenance:	UDOT Maintenance Contractor

Facility Overview:

The Echo Canyon rest area is located on I-80 just east of the junction of I-80 with I-84 near Echo reservoir. This I-80/84 corridor is one of the busiest east/west trucking routes in the country.

Key Issues:

High truck parking demand versus supply
High adjacent highway AADT
High automobile parking demand versus supply
Poor overall site condition and appearance
Poor conformance with current design standards
Poor primary structure condition and appearance
2006 Immediate Attention Ranking: 23 out of 38

Services Summary:

■ Service Available □ Service Not Available

Map Number	Facility	Year Built/Re-Built	Facility Age (years)	Advance Signing	Regulatory Signing	Paved Parking	Number of Car Stalls	Number of Truck/RV Stalls	Interior Lighting	Exterior Lighting	Telephone	Trash Receptacles	Drinking Fountains	Restrooms	Flush Toilet	Pit Toilet	Sep. ADA/Family Style Restroom	ADA Accessible	Tourist Information	On-Site Maint. Personnel / Attendant	Picnic Area	Firegrill or Firepit Facilities	Sidewalks	Landscaping / Irrigation	Designated Pet Area	Vending Machines	Internet Services / Wi-Fi Available	Fuel	Convenience Store / Restaurant	Mechanic
19	Echo Canyon	1970	36	■	■	■	14	5	■	■	■	■	■	■	■			■		■	■	■	■	■	■	■				

RA-20

Name:	Weber Canyon Rest Area
Route:	I-84
Direction:	Eastbound
Milepost:	91
Year Built:	1968
Jurisdiction:	UDOT Region 1
Maintenance:	UDOT Maintenance Contractor

Facility Overview:

The Weber Canyon rest area is located on I-84 in Weber canyon a few miles east of the Ogden urban area.

Key Issues:

Amenities such as separate ADA accessible restrooms would require new building structure
High truck parking demand versus supply
High adjacent highway AADT
High automobile parking demand versus supply
Poor conformance with current design standards
Poor primary structure condition and appearance
38 years old
2006 Immediate Attention Ranking: 22 out of 38

Services Summary:

■ Service Available □ Service Not Available

Map Number	Facility	Year Built/Re-Built	Facility Age (years)	Advance Signing	Regulatory Signing	Paved Parking	Number of Car Stalls	Number of Truck/RV Stalls	Interior Lighting	Exterior Lighting	Telephone	Trash Receptacles	Drinking Fountains	Restrooms	Flush Toilet	Pit Toilet	Sep. ADA/Family Style Restroom	ADA Accessible	Tourist Information	On-Site Maint. Personnel / Attendant	Picnic Area	Firegrill or Firepit Facilities	Sidewalks	Landscaping / Irrigation	Designated Pet Area	Vending Machines	Internet Services / Wi-Fi Available	Fuel	Convenience Store / Restaurant	Mechanic
20	Weber Canyon	1968	38	■	■	■	28	6	■	■	□	■	■	■	■	□	□	■	□	■	■	■	■	■	■	□	□	□	□	□

RA-21

Name:	Mountain Green Rest Area
Route:	I-84
Direction:	Westbound
Milepost:	94
Year Built:	1968
Jurisdiction:	UDOT Region 1
Maintenance:	UDOT Maintenance Contractor

Facility Overview:

The Mountain Green rest area is located on I-84 near the town of Mountain Green.

Key Issues:

Amenities such as separate ADA accessible restrooms would require new building structure
High truck parking demand versus supply
High adjacent highway AADT
High automobile parking demand versus supply
Poor conformance with current design standards
Poor primary structure condition and appearance
38 years old
2006 Immediate Attention Ranking: 25 out of 38

Services Summary:

■ Service Available □ Service Not Available

Map Number	Facility	Year Built/Re-Built	Facility Age (years)	Advance Signing	Regulatory Signing	Paved Parking	Number of Car Stalls	Number of Truck/RV Stalls	Interior Lighting	Exterior Lighting	Telephone	Trash Receptacles	Drinking Fountains	Restrooms	Flush Toilet	Pit Toilet	Sep. ADA/Family Style Restroom	ADA Accessible	Tourist Information	On-Site Maint. Personnel / Attendant	Picnic Area	Firegrill or Firepit Facilities	Sidewalks	Landscaping / Irrigation	Designated Pet Area	Vending Machines	Internet Services / Wi-Fi Available	Fuel	Convenience Store / Restaurant	Mechanic
21	Mountain Green	1968	38	■	■	■	20	6	■	■		■	■	■	■			■			■	■	■	■	■					

RA-22

Name:	Perry Rest Area
Route:	I-15
Direction:	Northbound
Milepost:	363
Year Built:	1973
Jurisdiction:	UDOT Region 1
Maintenance:	UDOT Maintenance Contractor

Facility Overview:

The Perry rest area is located on I-15 near Perry, a few miles north of the Ogden urban area. This is one of the larger rest area sites in the state. Historical and recreational sites in the vicinity include Willard Bay State Park, the Bear River Migratory Bird Refuge and the Golden Spike National Monument.

Key Issues:

Over 30 years old
Amenities such as separate ADA accessible restrooms would require new building structure
High shortage of parking supply as compared to calculated parking demand
High adjacent highway AADT
High truck parking demand versus supply
High automobile parking demand versus supply
2006 Immediate Attention Ranking: 11 out of 38

Services Summary:

■ Service Available □ Service Not Available

Map Number	Facility	Year Built/Re-Built	Facility Age (years)	Advance Signing	Regulatory Signing	Paved Parking	Number of Car Stalls	Number of Truck/RV Stalls	Interior Lighting	Exterior Lighting	Telephone	Trash Receptacles	Drinking Fountains	Restrooms	Flush Toilet	Pit Toilet	Sep. ADA/Family Style Restroom	ADA Accessible	Tourist Information	On-Site Maint. Personnel / Attendant	Picnic Area	Firegrill or Firepit Facilities	Sidewalks	Landscaping / Irrigation	Designated Pet Area	Vending Machines	Internet Services / Wi-Fi Available	Fuel	Convenience Store / Restaurant	Mechanic
22	Perry	1973	33	■	■	■	15	10	■	■	■	■	■	■	■			■	■	■	■	■	■	■	■	■				

RA-23

Name:	Bear Lake Rest Area
Route:	SR-30
Direction:	Northbound and southbound
Milepost:	124
Year Built:	1965
Jurisdiction:	UDOT Region 1
Maintenance:	UDOT Maintenance Contractor

Facility Overview:

The Bear Lake rest area is the oldest rest area facility in the state and is located on SR-30 near Garden City. This facility largely serves recreational traffic visiting Bear Lake, Logan Canyon or other nearby recreational sites.

Key Issues:

Not ADA accessible
Minimal amount of truck parking
Majority of patrons there for recreational purposes only
Fair lighting conditions
Poor conformance with current design standards
Poor primary structure condition and appearance
41 years old
2006 Immediate Attention Ranking: 34 out of 38

Services Summary:

■ Service Available □ Service Not Available

Map Number	Facility	Year Built/Re-Built	Facility Age (years)	Advance Signing	Regulatory Signing	Paved Parking	Number of Car Stalls	Number of Truck/RV Stalls	Interior Lighting	Exterior Lighting	Telephone	Trash Receptacles	Drinking Fountains	Restrooms	Flush Toilet	Pit Toilet	Sep. ADA/Family Style Restroom	ADA Accessible	Tourist Information	On-Site Maint. Personnel / Attendant	Picnic Area	Firegrill or Firepit Facilities	Sidewalks	Landscaping / Irrigation	Designated Pet Area	Vending Machines	Internet Services / Wi-Fi Available	Fuel	Convenience Store / Restaurant	Mechanic
23	Bear Lake	1965	41	■	■	■	21	3	■	■	□	■	■	■	■	□	□	□	□	■	■	□	■	■	□	■	□	□	□	□

RA-24

Name:	Bear Lake Overlook Rest Area
Route:	US-89
Direction:	Northbound and southbound
Milepost:	Summit
Year Built:	2006
Jurisdiction:	UDOT Region 1
Maintenance:	UDOT Maintenance Contractor

Facility Overview:

The Bear Lake Overlook rest area is the newest facility in the state having been completed in the summer of 2006. This rest area was built as part of the reconstruction of US-89 in Logan canyon.

Key Issues:

Newest facility in the state
Constructed as part of adjacent highway reconstruction
Includes small staffed tourism and visitor information booth
2006 Immediate Attention Ranking: N/A

Services Summary:

■ Service Available □ Service Not Available

Map Number	Facility	Year Built/Re-Built	Facility Age (years)	Advance Signing	Regulatory Signing	Paved Parking	Number of Car Stalls	Number of Truck/RV Stalls	Interior Lighting	Exterior Lighting	Telephone	Trash Receptacles	Drinking Fountains	Restrooms	Flush Toilet	Pit Toilet	Sep. ADA/Family Style Restroom	ADA Accessible	Tourist Information	On-Site Maint. Personnel / Attendant	Picnic Area	Firegrill or Firepit Facilities	Sidewalks	Landscaping / Irrigation	Designated Pet Area	Vending Machines	Internet Services / Wi-Fi Available	Fuel	Convenience Store / Restaurant	Mechanic
24	Bear Lake Overlook	2006	0	■	■	■	27	10	■	■	■	■	■	■	■		■	■	■	■	■		■	■	■	■				

VA-1

Name:	Salt Wash WB View Area
Route:	I-70
Direction:	Westbound
Milepost:	102
Year Built:	1975
Jurisdiction:	UDOT Region 4
Maintenance:	UDOT Maintenance Contractor

Facility Overview:

The westbound Salt Wash view area is the last westbound facility in a series of view areas along I-70 as it crosses the San Rafael Swell in central Utah.

Key Issues:

Water not available
High fatigue crash percentages/rates
Poor lighting conditions
Poor Utility Quality
More than 20 miles from an adj. city or town with services
2006 Immediate Attention Ranking: 6 out of 38

Services Summary:

■ Service Available □ Service Not Available * To be installed summer 2006

Map Number	Facility	Year Built/Re-Built	Facility Age (years)	Advance Signing	Regulatory Signing	Paved Parking	Number of Car Stalls	Number of Truck/RV Stalls	Interior Lighting	Exterior Lighting	Telephone	Trash Receptacles	Drinking Fountains	Restrooms	Flush Toilet	Pit Toilet	Sep. ADA/Family Style Restroom	ADA Accessible	Tourist Information	On-Site Maint. Personnel / Attendant	Picnic Area	Firegrill or Firepit Facilities	Sidewalks	Landscaping / Irrigation	Designated Pet Area	Vending Machines	Internet Services / Wi-Fi Available	Fuel	Convenience Store / Restaurant	Mechanic
1	Salt Wash (WB)	1975	31	■	■	■	17	6	□	□	□	■	□	■	□	■	□	*	■	■	□	□	■	□	□	□	□	□	□	□

VA-2

Name:	Salt Wash EB View Area
Route:	I-70
Direction:	Eastbound
Milepost:	102
Year Built:	1975
Jurisdiction:	UDOT Region 4
Maintenance:	UDOT Maintenance Contractor

Facility Overview:

The eastbound Salt Wash view area is the first eastbound facility in a series of view areas along I-70 as it crosses the San Rafael Swell in central Utah.

Key Issues:

Water not available
High fatigue crash percentages/rates
Poor lighting conditions
Poor Utility Quality
More than 20 miles from an adj. city or town with services
2006 Immediate Attention Ranking: 14 out of 38

Services Summary:

■ Service Available □ Service Not Available * To be installed summer 2006

Map Number	Facility	Year Built/Re-Built	Facility Age (years)	Advance Signing	Regulatory Signing	Paved Parking	Number of Car Stalls	Number of Truck/RV Stalls	Interior Lighting	Exterior Lighting	Telephone	Trash Receptacles	Drinking Fountains	Restrooms	Flush Toilet	Pit Toilet	Sep. ADA/Family Style Restroom	ADA Accessible	Tourist Information	On-Site Maint. Personnel / Attendant	Picnic Area	Firegrill or Firepit Facilities	Sidewalks	Landscaping / Irrigation	Designated Pet Area	Vending Machines	Internet Services / Wi-Fi Available	Fuel	Convenience Store / Restaurant	Mechanic
2	Salt Wash (EB)	1975	31	■	■	■	22	12				■		■		■		■		■			■							

VA-3

Name:	Eagle Canyon View Area
Route:	I-70
Direction:	Westbound
Milepost:	114
Year Built:	1975
Jurisdiction:	UDOT Region 4
Maintenance:	UDOT Maintenance Contractor

Facility Overview:

The Eagle Canyon view area is one of a series of view areas along I-70 as it crosses the San Rafael Swell in central Utah.

Key Issues:

Water not available
High fatigue crash percentages/rates
Poor lighting conditions
Poor Utility Quality
More than 20 miles from an adj. city or town with services
Poor primary structure condition and appearance
2006 Immediate Attention Ranking: 5 out of 38

Services Summary:

■ Service Available □ Service Not Available * To be installed summer 2006

Map Number	Facility	Year Built/Re-Built	Facility Age (years)	Advance Signing	Regulatory Signing	Paved Parking	Number of Car Stalls	Number of Truck/RV Stalls	Interior Lighting	Exterior Lighting	Telephone	Trash Receptacles	Drinking Fountains	Restrooms	Flush Toilet	Pit Toilet	Sep. ADA/Family Style Restroom	ADA Accessible	Tourist Information	On-Site Maint. Personnel / Attendant	Picnic Area	Firegrill or Firepit Facilities	Sidewalks	Landscaping / Irrigation	Designated Pet Area	Vending Machines	Internet Services / Wi-Fi Available	Fuel	Convenience Store / Restaurant	Mechanic
3	Eagle Canyon	1975	31	■	■	■	16	5				■		■		■		*	■	■			■							

VA-4

Name:	Devil's Canyon View Area
Route:	I-70
Direction:	Eastbound
Milepost:	114
Year Built:	1975
Jurisdiction:	UDOT Region 4
Maintenance:	UDOT Maintenance Contractor

Facility Overview:

The Devil's Canyon view area is one of a series of view areas along I-70 as it crosses the San Rafael Swell in central Utah.

Key Issues:

Water not available
High fatigue crash percentages/rates
Poor lighting conditions
Poor Utility Quality
More than 20 miles from an adj. city or town with services
Poor primary structure condition and appearance
2006 Immediate Attention Ranking: 3 out of 38

Services Summary:

■ Service Available □ Service Not Available * To be installed summer 2006

Map Number	Facility	Year Built/Re-Built	Facility Age (years)	Advance Signing	Regulatory Signing	Paved Parking	Number of Car Stalls	Number of Truck/RV Stalls	Interior Lighting	Exterior Lighting	Telephone	Trash Receptacles	Drinking Fountains	Restrooms	Flush Toilet	Pit Toilet	Sep. ADA/Family Style Restroom	ADA Accessible	Tourist Information	On-Site Maint. Personnel / Attendant	Picnic Area	Firegrill or Firepit Facilities	Sidewalks	Landscaping / Irrigation	Designated Pet Area	Vending Machines	Internet Services / Wi-Fi Available	Fuel	Convenience Store / Restaurant	Mechanic
4	Devil's Canyon	1975	31	■	■	■	16	8				■		■		■		*		■			■							

VA-5

Name:	Ghost Rocks WB View Area
Route:	I-70
Direction:	Westbound
Milepost:	120
Year Built:	1975
Jurisdiction:	UDOT Region 4
Maintenance:	UDOT Maintenance Contractor

Facility Overview:

The westbound Ghost Rocks view area is one of a series of view areas along I-70 as it crosses the San Rafael Swell in central Utah.

Key Issues:

Water not available
High fatigue crash percentages/rates
Poor lighting conditions
Poor Utility Quality
More than 20 miles from an adj. city or town with services
Poor primary structure condition and appearance
2006 Immediate Attention Ranking: 8 out of 38

Services Summary:

■ Service Available □ Service Not Available * To be installed summer 2006

Map Number	Facility	Year Built/Re-Built	Facility Age (years)	Advance Signing	Regulatory Signing	Paved Parking	Number of Car Stalls	Number of Truck/RV Stalls	Interior Lighting	Exterior Lighting	Telephone	Trash Receptacles	Drinking Fountains	Restrooms	Flush Toilet	Pit Toilet	Sep. ADA/Family Style Restroom	ADA Accessible	Tourist Information	On-Site Maint. Personnel / Attendant	Picnic Area	Firegrill or Firepit Facilities	Sidewalks	Landscaping / Irrigation	Designated Pet Area	Vending Machines	Internet Services / Wi-Fi Available	Fuel	Convenience Store / Restaurant	Mechanic
5	Ghost Rocks (WB)	1975	31	■	■	■	22	8				■		■		■		*	■	■			■							

VA-6

Name:	Ghost Rocks EB View Area
Route:	I-70
Direction:	Eastbound
Milepost:	120
Year Built:	1975
Jurisdiction:	UDOT Region 4
Maintenance:	UDOT Maintenance Contractor

Facility Overview:

The eastbound Ghost Rocks view area is one of a series of view areas along I-70 as it crosses the San Rafael Swell in central Utah.

Key Issues:

Water not available
High fatigue crash percentages/rates
Poor lighting conditions
Poor Utility Quality
More than 20 miles from an adj. city or town with services
Poor primary structure condition and appearance
2006 Immediate Attention Ranking: 7 out of 38

Services Summary:

■ Service Available □ Service Not Available * To be installed summer 2006

Map Number	Facility	Year Built/Re-Built	Facility Age (years)	Advance Signing	Regulatory Signing	Paved Parking	Number of Car Stalls	Number of Truck/RV Stalls	Interior Lighting	Exterior Lighting	Telephone	Trash Receptacles	Drinking Fountains	Restrooms	Flush Toilet	Pit Toilet	Sep. ADA/Family Style Restroom	ADA Accessible	Tourist Information	On-Site Maint. Personnel / Attendant	Picnic Area	Firegrill or Firepit Facilities	Sidewalks	Landscaping / Irrigation	Designated Pet Area	Vending Machines	Internet Services / Wi-Fi Available	Fuel	Convenience Store / Restaurant	Mechanic
6	Ghost Rocks (EB)	1975	31	■	■	■	22	12				■		■		■		*		■			■							

VA-7

Name:	Black Dragon View Area
Route:	I-70
Direction:	Eastbound
Milepost:	141
Year Built:	1975
Jurisdiction:	UDOT Region 4
Maintenance:	UDOT Maintenance Contractor

Facility Overview:

The Black Dragon view area is one of a series of view areas along I-70 as it crosses the San Rafael Swell in central Utah.

Key Issues:

Water not available
High fatigue crash percentages/rates
Poor lighting conditions
Poor Utility Quality
More than 20 miles from an adj. city or town with services
Poor primary structure condition and appearance
2006 Immediate Attention Ranking: 1 out of 38

Services Summary:

■ Service Available □ Service Not Available * To be installed summer 2006

Map Number	Facility	Year Built/Re-Built	Facility Age (years)	Advance Signing	Regulatory Signing	Paved Parking	Number of Car Stalls	Number of Truck/RV Stalls	Interior Lighting	Exterior Lighting	Telephone	Trash Receptacles	Drinking Fountains	Restrooms	Flush Toilet	Pit Toilet	Sep. ADA/Family Style Restroom	ADA Accessible	Tourist Information	On-Site Maint. Personnel / Attendant	Picnic Area	Firegrill or Firepit Facilities	Sidewalks	Landscaping / Irrigation	Designated Pet Area	Vending Machines	Internet Services / Wi-Fi Available	Fuel	Convenience Store / Restaurant	Mechanic
7	Black Dragon	1975	31	■	■	■	22	4	□	□	□	■	□	■	□	■	□	*	■	■	□	□	■	■	□	□	□	□	□	□

VA-8

Name:	Spotted Wolf View Area
Route:	I-70
Direction:	Eastbound
Milepost:	144
Year Built:	1975
Jurisdiction:	UDOT Region 4
Maintenance:	UDOT Maintenance Contractor

Facility Overview:

The Spotted Wolf view area is the last eastbound facility in a series of view areas along I-70 as it crosses the San Rafael Swell in central Utah.

Key Issues:

Water not available
High fatigue crash percentages/rates
Poor lighting conditions
Poor Utility Quality
More than 20 miles from an adj. city or town with services
Poor primary structure condition and appearance
2006 Immediate Attention Ranking: 2 out of 38

Services Summary:

■ Service Available □ Service Not Available * To be installed summer 2006

Map Number	Facility	Year Built/Re-Built	Facility Age (years)	Advance Signing	Regulatory Signing	Paved Parking	Number of Car Stalls	Number of Truck/RV Stalls	Interior Lighting	Exterior Lighting	Telephone	Trash Receptacles	Drinking Fountains	Restrooms	Flush Toilet	Pit Toilet	Sep. ADA/Family Style Restroom	ADA Accessible	Tourist Information	On-Site Maint. Personnel / Attendant	Picnic Area	Firegrill or Firepit Facilities	Sidewalks	Landscaping / Irrigation	Designated Pet Area	Vending Machines	Internet Services / Wi-Fi Available	Fuel	Convenience Store / Restaurant	Mechanic
8	Spotted Wolf	1975	31	■	■	■	20	5				■		■		■		*		■			■							

VA-9

Name:	San Rafael View Area
Route:	I-70
Direction:	Westbound
Milepost:	141
Year Built:	1975
Jurisdiction:	UDOT Region 4
Maintenance:	UDOT Maintenance Contractor

Facility Overview:

The San Rafael view area is the first westbound facility in a series of view areas along I-70 as it crosses the San Rafael Swell in central Utah.

Key Issues:

Water not available
High fatigue crash percentages/rates
Poor lighting conditions
Poor Utility Quality
More than 20 miles from an adj. city or town with services
Poor primary structure condition and appearance
2006 Immediate Attention Ranking: 9 out of 38

Services Summary:

■ Service Available □ Service Not Available * To be installed summer 2006

Map Number	Facility	Year Built/Re-Built	Facility Age (years)	Advance Signing	Regulatory Signing	Paved Parking	Number of Car Stalls	Number of Truck/RV Stalls	Interior Lighting	Exterior Lighting	Telephone	Trash Receptacles	Drinking Fountains	Restrooms	Flush Toilet	Pit Toilet	Sep. ADA/Family Style Restroom	ADA Accessible	Tourist Information	On-Site Maint. Personnel / Attendant	Picnic Area	Firegrill or Firepit Facilities	Sidewalks	Landscaping / Irrigation	Designated Pet Area	Vending Machines	Internet Services / Wi-Fi Available	Fuel	Convenience Store / Restaurant	Mechanic
9	San Rafael	1975	31	■	■	■	22	10	□	□	□	■	□	■	□	■	□	*	■	■	□	□	■	□	□	□	□	□	□	□

VA-10

Name:	Harley Dome View Area
Route:	I-70
Direction:	Westbound
Milepost:	225
Year Built:	1975
Jurisdiction:	UDOT Region 4
Maintenance:	UDOT Maintenance Contractor

Facility Overview:

The Harley Dome view area is the first westbound facility along I-70 in the eastern part of the state. The next facility with restroom services is the Thompson welcome center, approximately 45 miles to the west.

Key Issues:

Water not available
High fatigue crash percentages/rates
Poor lighting conditions
Poor Utility Quality
More than 20 miles from an adj. city or town with services
2006 Immediate Attention Ranking: 12 out of 38

Services Summary:

■ Service Available □ Service Not Available * To be installed summer 2006

Map Number	Facility	Year Built/Re-Built	Facility Age (years)	Advance Signing	Regulatory Signing	Paved Parking	Number of Car Stalls	Number of Truck/RV Stalls	Interior Lighting	Exterior Lighting	Telephone	Trash Receptacles	Drinking Fountains	Restrooms	Flush Toilet	Pit Toilet	Sep. ADA/Family Style Restroom	ADA Accessible	Tourist Information	On-Site Maint. Personnel / Attendant	Picnic Area	Firegrill or Firepit Facilities	Sidewalks	Landscaping / Irrigation	Designated Pet Area	Vending Machines	Internet Services / Wi-Fi Available	Fuel	Convenience Store / Restaurant	Mechanic
10	Harley Dome	1997	9	■	■	■	17	8	□	□	□	■	□	■	□	■	□	■	□	■	□	□	■	□	□	□	□	□	□	□

PPP-1

Name:	Beaver
Route:	I-15
Direction:	Both
Milepost:	112
Year Built:	N/A
Jurisdiction:	UDOT Complex
Maintenance:	Private ownership

Facility Overview:

The Beaver rest stop is located at the Eagle's Landing Chevron station located on the west side of I-15 in the city of Beaver.

Key Issues:

No picnic tables or shelters provided
No landscaping provided
Good visibility for north and southbound motorists
Separate truck.RV parking area
2006 Immediate Attention Ranking: N/A

Services Summary:

■ Service Available □ Service Not Available

Map Number	Facility	Year Built/Re-Built	Facility Age (years)	Advance Signing	Regulatory Signing	Paved Parking	Number of Car Stalls	Number of Truck/RV Stalls	Interior Lighting	Exterior Lighting	Telephone	Trash Receptacles	Drinking Fountains	Restrooms	Flush Toilet	Pit Toilet	Sep. ADA/Family Style Restroom	ADA Accessible	Tourist Information	On-Site Maint. Personnel / Attendant	Picnic Area	Firegrill or Firepit Facilities	Sidewalks	Landscaping / Irrigation	Designated Pet Area	Vending Machines	Internet Services / Wi-Fi Available	Fuel	Convenience Store / Restaurant	Mechanic
1	Beaver	N/A		■	□	■	■	■	■	■	■	■	■	■	■	□	□	■	□	■	□	□	□	□	□	■	□	■	■	■

PPP-2

Name:	Cove Fort
Route:	I-15
Direction:	Both
Milepost:	135
Year Built:	N/A
Jurisdiction:	UDOT Complex
Maintenance:	Private ownership

Facility Overview:

The Cove Fort rest stop is located at the Cove Fort Chevron station on the east side of I-15 just north of the I-15/I-70 interchange in central Utah.

Key Issues:

Best site design of existing PPP Rest Stops
Provide sheltered picnic areas
Fort themed site design elements
Poor site visibility for southbound motorists
Substantial capital improvements funded by private owner
Separate truck/RV parking area
Native and natural landscaping elements provided
2006 Immediate Attention Ranking: N/A

Services Summary:

■ Service Available □ Service Not Available

Map Number	Facility	Year Built/Re-Built	Facility Age (years)	Advance Signing	Regulatory Signing	Paved Parking	Number of Car Stalls	Number of Truck/RV Stalls	Interior Lighting	Exterior Lighting	Telephone	Trash Receptacles	Drinking Fountains	Restrooms	Flush Toilet	Pit Toilet	Sep. ADA/Family Style Restroom	ADA Accessible	Tourist Information	On-Site Maint. Personnel / Attendant	Picnic Area	Firegrill or Firepit Facilities	Sidewalks	Landscaping / Irrigation	Designated Pet Area	Vending Machines	Internet Services / Wi-Fi Available	Fuel	Convenience Store / Restaurant	Mechanic
2	Cove Fort	N/A		■	□	■	■	□	■	■	□	□	■	■	■	□	□	■	□	■	■	□	■	■	■	■	■	□	■	□

PPP-3

Name:	Fillmore
Route:	I-15
Direction:	Both
Milepost:	167
Year Built:	N/A
Jurisdiction:	UDOT Complex
Maintenance:	Private ownership

Facility Overview:

The Fillmore rest stop is located on the west side of I-15 at the north Fillmore interchange in central Utah.

Key Issues:

No picnic tables or shelters provided
No landscaping provided
Good visibility for north and southbound motorists
2006 Immediate Attention Ranking: N/A

Services Summary:

■ Service Available □ Service Not Available

Map Number	Facility	Year Built/Re-Built	Facility Age (years)	Advance Signing	Regulatory Signing	Paved Parking	Number of Car Stalls	Number of Truck/RV Stalls	Interior Lighting	Exterior Lighting	Telephone	Trash Receptacles	Drinking Fountains	Restrooms	Flush Toilet	Pit Toilet	Sep. ADA/Family Style Restroom	ADA Accessible	Tourist Information	On-Site Maint. Personnel / Attendant	Picnic Area	Firegrill or Firepit Facilities	Sidewalks	Landscaping / Irrigation	Designated Pet Area	Vending Machines	Internet Services / Wi-Fi Available	Fuel	Convenience Store / Restaurant	Mechanic
3	Fillmore	N/A		■	□	■	■	■	■	■	■	■	■	■	■	□	□	■	□	■	■	□	□	□	□	■	□	■	■	■

PPP-4

Name:	Scipio
Route:	I-15
Direction:	Both
Milepost:	188
Year Built:	N/A
Jurisdiction:	UDOT Complex
Maintenance:	Private ownership

Facility Overview:

The Scipio rest stop is located at the Eagle's Landing Chevron station on the west side of I-15 at the junction of I-15 and US-50 in central Utah.

Key Issues:

Picnic tables located in adjacent gravel area
No shelters provided
No landscaping provided
Separate truck/RV parking area
Good visibility for north and southbound motorists
2006 Immediate Attention Ranking: N/A

Services Summary:

■ Service Available □ Service Not Available

Map Number	Facility	Year Built/Re-Built	Facility Age (years)	Advance Signing	Regulatory Signing	Paved Parking	Number of Car Stalls	Number of Truck/RV Stalls	Interior Lighting	Exterior Lighting	Telephone	Trash Receptacles	Drinking Fountains	Restrooms	Flush Toilet	Pit Toilet	Sep. ADA/Family Style Restroom	ADA Accessible	Tourist Information	On-Site Maint. Personnel / Attendant	Picnic Area	Firegrill or Firepit Facilities	Sidewalks	Landscaping / Irrigation	Designated Pet Area	Vending Machines	Internet Services / Wi-Fi Available	Fuel	Convenience Store / Restaurant	Mechanic
4	Scipio	N/A		■		■	■		■	■					■			■			■					■			■	■

PPP-5

Name:	Springville
Route:	I-15
Direction:	Both
Milepost:	265
Year Built:	N/A
Jurisdiction:	UDOT Complex
Maintenance:	Private ownership

Facility Overview:

The Springville rest stop is located at the Flying J travel plaza on the east side of I-15 at the north Springville interchange. This was the first public private partnership rest stop in the state.

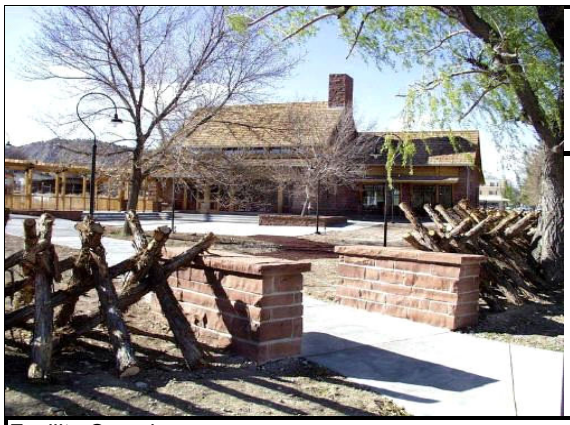
Key Issues:

Located within an urban area
Limited visibility for north and southbound motorists
Separate truck/RV parking area
2006 Immediate Attention Ranking: N/A

Services Summary:

■ Service Available □ Service Not Available

Map Number	Facility	Year Built/Re-Built	Facility Age (years)	Advance Signing	Regulatory Signing	Paved Parking	Number of Car Stalls	Number of Truck/RV Stalls	Interior Lighting	Exterior Lighting	Telephone	Trash Receptacles	Drinking Fountains	Restrooms	Flush Toilet	Pit Toilet	Sep. ADA/Family Style Restroom	ADA Accessible	Tourist Information	On-Site Maint. Personnel / Attendant	Picnic Area	Firegrill or Firepit Facilities	Sidewalks	Landscaping / Irrigation	Designated Pet Area	Vending Machines	Internet Services / Wi-Fi Available	Fuel	Convenience Store / Restaurant	Mechanic
5	Springville	N/A		■	□	■	■	■	■	■	■	■	■	■	■	□	□	■	□	■	■	□	■	■	□	■	■	■	■	■



PP-1

Name:	Cannonville Visitor Center
Route:	SR-12
Direction:	Both
Milepost:	Cannonville, UT
Year Built:	N/A
Jurisdiction:	Bureau of Land Management
Maintenance:	Bureau of Land Management

Facility Overview:

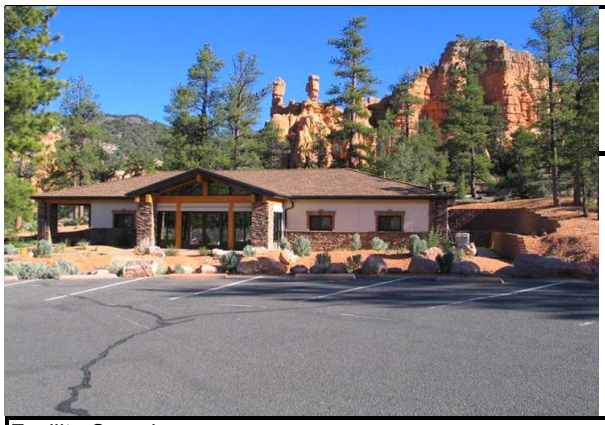
The Cannonville Visitor's Center is located on SR-12 in the Grand Staircase-Escalante National Monument. Features include how geography affected peoples ability to settle the surrounding landscape, 19th century pioneer and Paiute life and a topographic relief model of the Monument. Hours of operation are 8:00 AM - 4:30 PM, 7 days a week from mid-March to mid-November. The visitor's center is closed during the winter.

PP-2

Name:	Blanding
Route:	US-191
Direction:	Both
Milepost:	N/A
Year Built:	N/A
Jurisdiction:	Utah State Parks
Maintenance:	Utah State Parks

Facility Overview:

The Blanding rest area is located in the Edge of the Cedars park in Blanding, Utah. This is the site of an Anasazi ruin consisting of six habitation and ceremonial complexes occupied from 700 to 1200 A.D. The site and visitor's center is operated by the Utah Division of Parks and Recreation.



PP-3

Name:	Red Canyon Visitor's Center
Route:	SR-12
Direction:	Both
Milepost:	3
Year Built:	2002
Jurisdiction:	Forest Service
Maintenance:	Forest Service

Facility Overview:

The Red Canyon visitor's center, operated by the Forest Service, is located on SR-12 between US-89 and Bryce Canyon National Park. Hours of operation are 9:00 AM - 6:00 PM, 7 days a week from May0-to September. In April and October the visitor's center is open from 9:00 AM - 6:00 PM on weekends only. The visitor's center is closed during the winter months.

PP-4

Name:	Escalante Visitor's Center
Route:	SR-12
Direction:	Both
Milepost:	N/A
Year Built:	N/A
Jurisdiction:	Bureau of Land Management
Maintenance:	Bureau of Land Management

Facility Overview:

The Escalante Visitor's Center is located on SR-12 in the Grand Staircase-Escalante National Monument. Features of this visitor's center include: exhibits showing research and scientific discoveries, murals, photographs and dioramas of topics related to the Monument. Hours of operation are 7:30 AM - 5:30 PM, 7 days a week from mid-March to mid-November, and 8:00 AM - 4:30 PM Monday through Friday from mid-November to mid-March.

PP-5

Name:	Emery
Route:	SR-10
Direction:	Both
Milepost:	10
Year Built:	N/A
Jurisdiction:	Emery City
Maintenance:	Emery City

Facility Overview:

The Emery rest area is located along SR-10 in the southern edge of Emery, Utah. This rest area has typical features such as restrooms, drinking fountains, picnic tables as well as an information board highlighting various historical, cultural, and recreational features in the surrounding area.

PP-6

Name:	Fillmore
Route:	Main Street
Direction:	Both
Milepost:	N/A
Year Built:	N/A
Jurisdiction:	Fillmore City
Maintenance:	Fillmore City

Facility Overview:

The Fillmore rest area is located on Main Street adjacent to a city park in Fillmore, Utah. This rest area has excellent restroom facilities, as well as drinking fountains, picnic tables and a small information center which provides information about historical, cultural, and recreational features in the surrounding area.

POE-1,2

Name:	St. George Port of Entry
Route:	I-15
Direction:	Northbound/Southbound
Milepost:	1
Year Built:	N/A
Jurisdiction:	UDOT Motor Carrier Division
Maintenance:	UDOT Motor Carrier Division

Facility Overview:

The St. George Port of Entry is located on the southern border of the state and is operated jointly with the State of Arizona. This port monitors north and southbound commercial vehicle traffic.

Key Issues:

Port of Entry facilities are under the direction of the Motor Carriers Division of UDOT. Their mission as a division is to preserve the state's highway infrastructure, protect the traveling public, and promote the advancement of the motor carrier industry through a safety inspections and educational programs for commercial vehicle drivers and motor carrier companies.

These facilities play an important role in Utah's highway safety facility system, with goals to eliminate all commercial vehicle accidents on state highways and to obtain voluntary compliance from the commercial vehicle industry. To achieve these goals, the Division regulates and inspects commercial vehicles and reviews companies safety programs. They provide out reach training programs to educate industry owners, safety managers, vehicle drivers and vehicle maintenance personnel in proper safety policies, procedures and practices.

All commercial motor vehicles must report required information at port of entry facilities either by stopping or through use of the State's Prepass system.

In addition to the features provided for inspections, Port of Entry facilities generally provide:

- Paved parking areas for short and long-term commercial truck parking
- Restrooms
- Lighting
- Trash receptacles
- On-site personnel

Facilities serving primarily intrastate traffic have variable hours of operation. Restrooms are only available when the port of entry is open.

POE-3

Name:	Kanab Port of Entry
Route:	US-89
Direction:	Both
Milepost:	67
Year Built:	N/A
Jurisdiction:	UDOT Motor Carrier Division
Maintenance:	UDOT Motor Carrier Division

Facility Overview:

The Kanab Port of Entry, an interior facility is located on US 89 and monitors mostly local, intrastate commercial vehicle traffic.

Key Issues:

Port of Entry facilities are under the direction of the Motor Carriers Division of UDOT. Their mission as a division is to preserve the state's highway infrastructure, protect the traveling public, and promote the advancement of the motor carrier industry through a safety inspections and educational programs for commercial vehicle drivers and motor carrier companies.

These facilities play an important role in Utah's highway safety facility system, with goals to eliminate all commercial vehicle accidents on state highways and to obtain voluntary compliance from the commercial vehicle industry. To achieve these goals, the Division regulates and inspects commercial vehicles and reviews companies safety programs. They provide out reach training programs to educate industry owners, safety managers, vehicle drivers and vehicle maintenance personnel in proper safety policies, procedures and practices.

All commercial motor vehicles must report required information at port of entry facilities either by stopping or through use of the State's Prepass system.

In addition to the features provided for inspections, Port of Entry facilities generally provide:

- Paved parking areas for short and long-term commercial truck parking
- Restrooms
- Lighting
- Trash receptacles
- On-site personnel

Facilities serving primarily intrastate traffic have variable hours of operation. Restrooms are only available when the port of entry is open.

POE-4

Name:	Monticello Port of Entry
Route:	US-491
Direction:	Both
Milepost:	2
Year Built:	N/A
Jurisdiction:	UDOT Motor Carrier Division
Maintenance:	UDOT Motor Carrier Division

Facility Overview:

The Monticello Port of Entry, an interior facility is located on US 491 and monitors mostly local, intrastate commercial vehicle traffic.

Key Issues:

Port of Entry facilities are under the direction of the Motor Carriers Division of UDOT. Their mission as a division is to preserve the state's highway infrastructure, protect the traveling public, and promote the advancement of the motor carrier industry through a safety inspections and educational programs for commercial vehicle drivers and motor carrier companies.

These facilities play an important role in Utah's highway safety facility system, with goals to eliminate all commercial vehicle accidents on state highways and to obtain voluntary compliance from the commercial vehicle industry. To achieve these goals, the Division regulates and inspects commercial vehicles and reviews companies safety programs. They provide out reach training programs to educate industry owners, safety managers, vehicle drivers and vehicle maintenance personnel in proper safety policies, procedures and practices.

All commercial motor vehicles must report required information at port of entry facilities either by stopping or through use of the State's Prepass system.

In addition to the features provided for inspections, Port of Entry facilities generally provide:

- Paved parking areas for short and long-term commercial truck parking
- Restrooms
- Lighting
- Trash receptacles
- On-site personnel

Facilities serving primarily intrastate traffic have variable hours of operation. Restrooms are only available when the port of entry is open.

POE-5,6

Name:	Loma Port of Entry
Route:	I-70
Direction:	Eastbound/Westbound
Milepost:	15
Year Built:	N/A
Jurisdiction:	Joint facility (Utah / Colorado)
Maintenance:	Joint (Utah / Colorado)

Facility Overview:

The Loma Port of Entry located on I-70 in Colorado is a joint operation between Utah and Colorado. This facility monitors commercial vehicle traffic entering and leaving Utah. The inter-agency agreement allows officers/agents to enforce each state's laws and regulations.

Key Issues:

Port of Entry facilities are under the direction of the Motor Carriers Division of UDOT. Their mission as a division is to preserve the state's highway infrastructure, protect the traveling public, and promote the advancement of the motor carrier industry through a safety inspections and educational programs for commercial vehicle drivers and motor carrier companies.

These facilities play an important role in Utah's highway safety facility system, with goals to eliminate all commercial vehicle accidents on state highways and to obtain voluntary compliance from the commercial vehicle industry. To achieve these goals, the Division regulates and inspects commercial vehicles and reviews companies safety programs. They provide out reach training programs to educate industry owners, safety managers, vehicle drivers and vehicle maintenance personnel in proper safety policies, procedures and practices.

All commercial motor vehicles must report required information at port of entry facilities either by stopping or through use of the State's Prepass system.

In addition to the features provided for inspections, Port of Entry facilities generally provide:

- Paved parking areas for short and long-term commercial truck parking
- Restrooms
- Lighting
- Trash receptacles
- On-site personnel

Facilities serving primarily intrastate traffic have variable hours of operation. Restrooms are only available when the port of entry is open.

POE-7

Name:	Peerless Port of Entry
Route:	US-6
Direction:	Both
Milepost:	231
Year Built:	N/A
Jurisdiction:	UDOT Motor Carrier Division
Maintenance:	UDOT Motor Carrier Division

Facility Overview:

The Peerless Port of Entry, an interior facility is located on US 6 and monitors mostly local, intrastate commercial vehicle traffic.

Key Issues:

Port of Entry facilities are under the direction of the Motor Carriers Division of UDOT. Their mission as a division is to preserve the state's highway infrastructure, protect the traveling public, and promote the advancement of the motor carrier industry through a safety inspections and educational programs for commercial vehicle drivers and motor carrier companies.

These facilities play an important role in Utah's highway safety facility system, with goals to eliminate all commercial vehicle accidents on state highways and to obtain voluntary compliance from the commercial vehicle industry. To achieve these goals, the Division regulates and inspects commercial vehicles and reviews companies safety programs. They provide out reach training programs to educate industry owners, safety managers, vehicle drivers and vehicle maintenance personnel in proper safety policies, procedures and practices.

All commercial motor vehicles must report required information at port of entry facilities either by stopping or through use of the State's Prepass system.

In addition to the features provided for inspections, Port of Entry facilities generally provide:

- Paved parking areas for short and long-term commercial truck parking
- Restrooms
- Lighting
- Trash receptacles
- On-site personnel

Facilities serving primarily intrastate traffic have variable hours of operation. Restrooms are only available when the port of entry is open.

POE-8

Name:	Daniels Port of Entry
Route:	US-40
Direction:	Both
Milepost:	22
Year Built:	N/A
Jurisdiction:	UDOT Motor Carrier Division
Maintenance:	UDOT Motor Carrier Division

Facility Overview:

The Daniels Port of Entry is located on US 40 just south of Heber and monitors mostly local, intrastate commercial vehicle traffic.

Key Issues:

Port of Entry facilities are under the direction of the Motor Carriers Division of UDOT. Their mission as a division is to preserve the state's highway infrastructure, protect the traveling public, and promote the advancement of the motor carrier industry through a safety inspections and educational programs for commercial vehicle drivers and motor carrier companies.

These facilities play an important role in Utah's highway safety facility system, with goals to eliminate all commercial vehicle accidents on state highways and to obtain voluntary compliance from the commercial vehicle industry. To achieve these goals, the Division regulates and inspects commercial vehicles and reviews companies safety programs. They provide out reach training programs to educate industry owners, safety managers, vehicle drivers and vehicle maintenance personnel in proper safety policies, procedures and practices.

All commercial motor vehicles must report required information at port of entry facilities either by stopping or through use of the State's Prepass system.

In addition to the features provided for inspections, Port of Entry facilities generally provide:

- Paved parking areas for short and long-term commercial truck parking
- Restrooms
- Lighting
- Trash receptacles
- On-site personnel

Facilities serving primarily intrastate traffic have variable hours of operation. Restrooms are only available when the port of entry is open.

POE-9,10

Name:	Wendover Port of Entry
Route:	I-80
Direction:	Eastbound/Westbound
Milepost:	2
Year Built:	N/A
Jurisdiction:	UDOT Motor Carrier Division
Maintenance:	UDOT Motor Carrier Division

Facility Overview:

The Wendover Port of Entry monitors westbound commercial vehicle traffic entering Utah and eastbound traffic leaving the state.

Key Issues:

Port of Entry facilities are under the direction of the Motor Carriers Division of UDOT. Their mission as a division is to preserve the state's highway infrastructure, protect the traveling public, and promote the advancement of the motor carrier industry through a safety inspections and educational programs for commercial vehicle drivers and motor carrier companies.

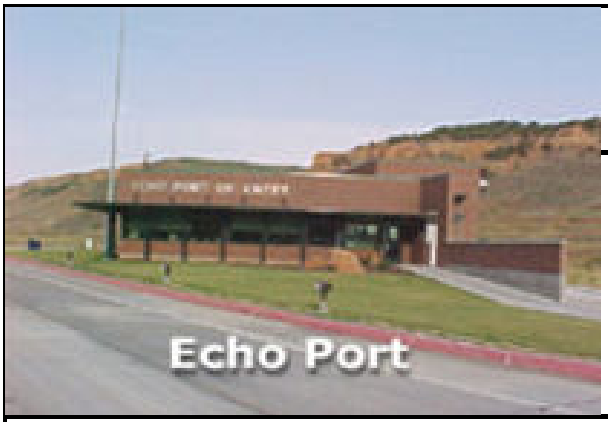
These facilities play an important role in Utah's highway safety facility system, with goals to eliminate all commercial vehicle accidents on state highways and to obtain voluntary compliance from the commercial vehicle industry. To achieve these goals, the Division regulates and inspects commercial vehicles and reviews companies safety programs. They provide out reach training programs to educate industry owners, safety managers, vehicle drivers and vehicle maintenance personnel in proper safety policies, procedures and practices.

All commercial motor vehicles must report required information at port of entry facilities either by stopping or through use of the State's Prepass system.

In addition to the features provided for inspections, Port of Entry facilities generally provide:

- Paved parking areas for short and long-term commercial truck parking
- Restrooms
- Lighting
- Trash receptacles
- On-site personnel

Facilities serving primarily intrastate traffic have variable hours of operation. Restrooms are only available when the port of entry is open.



POE-11

Name:	Echo Port of Entry
Route:	I-80
Direction:	Westbound
Milepost:	197
Year Built:	N/A
Jurisdiction:	UDOT Motor Carrier Division
Maintenance:	UDOT Motor Carrier Division

Facility Overview:

The Echo Port of Entry monitors westbound commercial vehicle traffic entering the state from Wyoming.

Key Issues:

Port of Entry facilities are under the direction of the Motor Carriers Division of UDOT. Their mission as a division is to preserve the state's highway infrastructure, protect the traveling public, and promote the advancement of the motor carrier industry through a safety inspections and educational programs for commercial vehicle drivers and motor carrier companies.

These facilities play an important role in Utah's highway safety facility system, with goals to eliminate all commercial vehicle accidents on state highways and to obtain voluntary compliance from the commercial vehicle industry. To achieve these goals, the Division regulates and inspects commercial vehicles and reviews companies safety programs. They provide out reach training programs to educate industry owners, safety managers, vehicle drivers and vehicle maintenance personnel in proper safety policies, procedures and practices.

All commercial motor vehicles must report required information at port of entry facilities either by stopping or through use of the State's Prepass system.

In addition to the features provided for inspections, Port of Entry facilities generally provide:

- Paved parking areas for short and long-term commercial truck parking
- Restrooms
- Lighting
- Trash receptacles
- On-site personnel

Facilities serving primarily intrastate traffic have variable hours of operation. Restrooms are only available when the port of entry is open.

POE-12,13

Name:	Perry Port of Entry
Route:	I-15
Direction:	Northbound/Southbound
Milepost:	361
Year Built:	N/A
Jurisdiction:	UDOT Motor Carrier Division
Maintenance:	UDOT Motor Carrier Division

Facility Overview:

The Perry Port of Entry is located on I-15 in northern Utah and monitors commercial vehicle traffic southbound out of Idaho and northbound exiting Utah.

Key Issues:

Port of Entry facilities are under the direction of the Motor Carriers Division of UDOT. Their mission as a division is to preserve the state's highway infrastructure, protect the traveling public, and promote the advancement of the motor carrier industry through a safety inspections and educational programs for commercial vehicle drivers and motor carrier companies.

These facilities play an important role in Utah's highway safety facility system, with goals to eliminate all commercial vehicle accidents on state highways and to obtain voluntary compliance from the commercial vehicle industry. To achieve these goals, the Division regulates and inspects commercial vehicles and reviews companies safety programs. They provide out reach training programs to educate industry owners, safety managers, vehicle drivers and vehicle maintenance personnel in proper safety policies, procedures and practices.

All commercial motor vehicles must report required information at port of entry facilities either by stopping or through use of the State's Prepass system.

In addition to the features provided for inspections, Port of Entry facilities generally provide:

- Paved parking areas for short and long-term commercial truck parking
- Restrooms
- Lighting
- Trash receptacles
- On-site personnel

Facilities serving primarily intrastate traffic have variable hours of operation. Restrooms are only available when the port of entry is open.

Appendix 2B: Facility Ranking Categories, Criteria, Weighting, and Final Ranking

Facility Ranking Categories, Criteria, Weighting, and Final Ranking

To assist in understanding facility needs, ranking criteria were developed, discussed and applied to the rest area, welcome center and view area facilities to assist in determining the order that facilities should receive attention.

A. Ranking Categories and Criteria

Thirteen criterion were identified and grouped into three broad categories. **Table 2B-1** presents the ranking categories, criteria, and criteria performance measures.

Table 2B-1: Rest Area, Welcome Center and View Area Facility Ranking Categories and Criteria

Category	Criterion	Performance Measure
Safety	Fatigue Crash Percentages and Rates	Number of highway segments above the threshold for fatigue rate or fatigue crash percentage within twenty-five miles of a facility
	Adjacent Highway AADT (2005)	Current year AADT (2005) adjacent to the facility
	Lighting Condition	Good (0), Fair (0.5), or Poor (1.0) based on facility inventory findings
Facility Characteristics	Age	Years since construction, reconstruction or completion of major upgrades
	Conformance with current design standards	Good (0), Fair (0.5), or Poor (1.0) based on facility inventory findings
	Truck parking supply	Number of spaces (difference between calculated demand and the current number of spaces provided)
	Automobile parking supply	Number of spaces (difference between calculated demand and the current number of spaces provided)
	Primary structure condition & appearance	Very Good (1), Good (2), Fair (3), Poor (4), or Very Poor (5) based on the interior and exterior structure category ratings from the facility inventory
	Overall site condition & appearance	Very Good (1), Good (2), Fair (3), Poor (4), or Very Poor (5) based on observation
	Topographic Constraints	Low (0), Medium (0.5), or High (1.0) based on observation
	Utility quality	Good (0), Fair (0.5), or Poor (1.0) based on facility inventory findings
Spacing	Proximity to adjacent public facility or urbanized area boundary	Within 30 miles (0), between 30 and 60 miles (0.5), or more than 60 miles (1.0)
	Distance to adjacent cities or towns with services	Within 10 miles (0), between 10 and 20 miles (0.5), or more than 20 miles (1.0)

A description of each category and criterion are as follows. Figures or tables presenting criterion scores are provided where actual, rather than subjective, criteria scores were available (i.e. AADT, age, parking supply, etc.). An overall summary worksheet is provided at the end of the section that presents all criterion scores.

1. Safety

   This category includes three criteria related primarily to safety:

a. Fatigue Crash Percentages and Rates

As the name implies, rest areas are primarily intended to address safety, especially as it relates to fatigue or drowsy driving. Drowsy driving is a primary cause of numerous crashes statewide every year.

Along I-70, for instance, an assessment of crash data for the years 2002 through 2004 revealed that fatigue was a factor in approximately nineteen percent of all reported crashes.

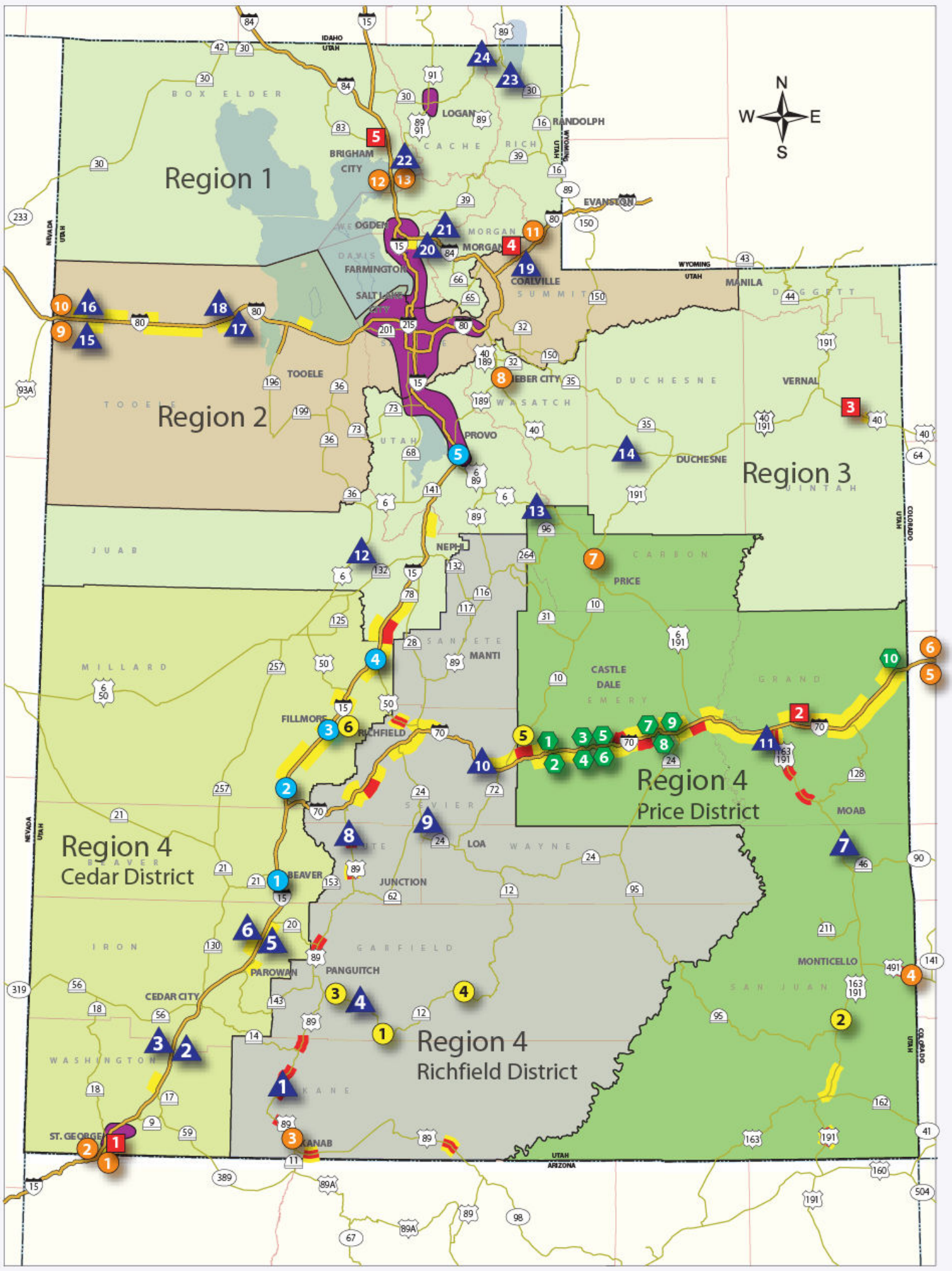
It is widely understood that this percentage is likely much higher due to the difficulty in identifying and properly reporting circumstances of fatigue or drowsy driving.

The National Highway Traffic Safety Administration conservatively estimates that 100,000 police-reported crashes are the direct result of driver fatigue each year, resulting in an estimated 1,550 deaths, 71,000 injuries, and $12.5 billion in monetary losses.

Three years of statewide crash data (2002 to 2004) for key interstate and state highways was evaluated in an effort to identify potential areas of concern. Data were grouped into five-mile segments.

Two indicators were chosen for reporting purposes, fatigue crash percentage and fatigue crash rate. Fatigue crash percentage represents the percentage of fatigue crashes to total crashes. Fatigue crash rate represents the number of fatigue related crashes per million vehicle miles of travel.

Figure 2B-1 displays the results of the analysis.



Facilities

- 1 Shingle Creek
- 2 Kanarraville NB
- 3 Kanarraville SB
- 4 Pines
- 5 Lunt Park NB
- 6 Lunt Park SB
- 7 Kane Springs
- 8 Hoover
- 9 Oak Springs
- 10 Ivie Creek
- 11 Crescent Junction
- 12 Silver City
- 13 Tucker
- 14 Pinion Ridge
- 15 Salt Flats EB
- 16 Salt Flats WB
- 17 Grassy Mountain EB
- 18 Grassy Mountain WB
- 19 Echo Canyon
- 20 Weber Canyon
- 21 Mountain Green
- 22 Perry
- 23 Bear Lake
- 24 Bear Lake Overlook
- 1 Salt Wash WB
- 2 Salt Wash EB
- 3 Eagle Canyon
- 4 Devil's Canyon
- 5 Ghost Rocks WB
- 6 Ghost Rocks EB
- 7 Black Dragon
- 8 Spotted Wolf
- 9 San Rafael
- 10 Harley Dome
- 1 St. George
- 2 Thompson
- 3 Jensen
- 4 Echo
- 5 Brigham
- 1 Beaver
- 2 Cove Fort
- 3 Fillmore
- 4 Scipio
- 5 Springville
- 1 Cannonville Visitor Center (BLM)
- 2 Blanding
- 3 Red Canyon (Forest Service)
- 4 Escalante Visitor Center (BLM)
- 5 Emery
- 6 Fillmore
- 1 St. George NB
- 2 St. George SB
- 3 Kanab
- 4 Monticello
- 5 Loma EB
- 6 Loma WB
- 7 Peerless
- 8 Daniels
- 9 Wendover EB
- 10 Wendover WB
- 11 Echo
- 12 Perry NB
- 13 Perry SB

- 1 Rest Area
- 1 View Area
- 1 Welcome Center
- 1 Public/Private Partnership Rest Stop
- 1 Public/Public Facility
- 1 Port of Entry
- Urbanized Area
- Fatigue Rate ≥ 0.25
- Fatigue Crashes ≥ 20% of Total Crashes
- 1 Facility Serves Both Directions
- 1 Facility Serves One Direction
- 1 1 Facility Pair Serves Both Directions

UDOT CONNECTING COMMUNITIES

Utah Statewide Rest Area Study

Figure 2B-1

Crash Data Summary

This criterion is measured as the total number of highway segments above the threshold for fatigue rate or fatigue crash percentage within twenty-five miles of a facility.

b. Adjacent Highway AADT

Nationally it is recognized that Adjacent Average Annual Daily Traffic (AADT) is directly related to facility usage. The AASHTO Guide for Development of Rest Areas on Major Arterials and Freeways presents a recommended percentage of mainline traffic stopping at rest areas. This percentage varies from 12 to 19 percent. Spot checks conducted at rest areas and welcome centers in Utah indicate that this percentage range is appropriate.

Figure 2B-2 displays historic (1990), current (2005), and future year (2030) AADT's for the primary highway facilities throughout the state.

This criterion is measured as the 2004 AADT reported by UDOT adjacent to the facility. For interstate facilities, the AADT is a one-way directional volume. For non-interstate facilities, the AADT is two-way bi-directional volume.

c. Lighting Condition

This is an important measure as it relates to facility usage during the day and night. During nighttime conditions, motorists are less likely to stop for short breaks where exterior or interior lighting is poor or non-existent.

This criterion is measured as good (0), fair (0.5) or poor (1.0) based on the findings of the facility inventory. A good rating indicates that both interior and exterior lighting are provided during both day and nighttime conditions. A fair rating indicates that although lighting is provided, it may be insufficient for day or nighttime conditions. A poor rating indicates that the facility either has no lighting or is insufficient to provide reasonably safe and secure operations.

2. Facility Characteristics

This category includes eight criteria related to facility characteristics.

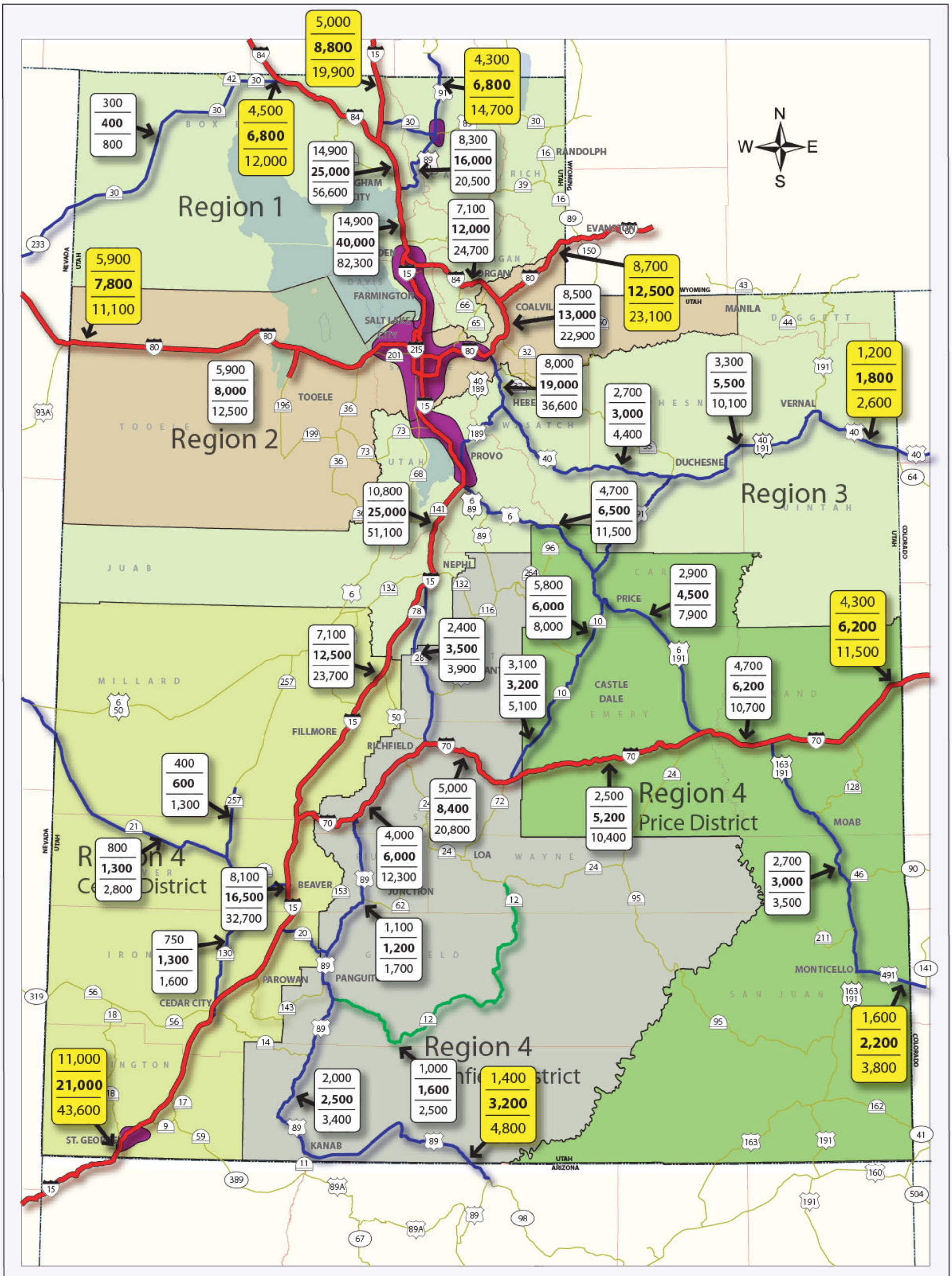
a. Age

The age of a facility provides a general indication of the likelihood that a facility will need attention.

The age of a facility is measured as the number of years since original construction, reconstruction, or completion of major upgrades.

Table 2B-2 presents the age for each system facility.

Of the thirty-nine rest area, welcome center, and view area facilities, twenty-five percent are less than ten years old. Of the remaining twenty-seven, twenty-four are over thirty years old and half of those are over thirty-five years old.


5,000
8,800
19,900
4,300
6,800
14,700
300
400
800
4,500
6,800
12,000
14,900
25,000
56,600
8,300
16,000
20,500
Region 1
14,900
40,000
82,300
7,100
12,000
24,700
8,700
12,500
23,100
5,900
7,800
11,100
8,500
13,000
22,900
5,900
8,000
12,500
8,000
19,000
36,600
2,700
3,000
4,400
3,300
5,500
10,100
1,200
1,800
2,600
Region 2
10,800
25,000
51,100
4,700
6,500
11,500
Region 3
2,900
4,500
7,900
5,800
6,000
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4,300
6,200
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7,100
12,500
23,700
2,400
3,500
3,900
3,100
3,200
5,100
4,700
6,200
10,700
400
600
1,300
5,000
8,400
20,800
2,500
5,200
10,400
Region 4
Price District
800
1,300
2,800
8,100
16,500
32,700
4,000
6,000
12,300
2,700
3,000
3,500
750
1,300
1,600
1,100
1,200
1,700
11,000
21,000
43,600
2,000
2,500
3,400
1,000
1,600
2,500
1,400
3,200
4,800
1,600
2,200
3,800
Region 4
Interstate Highways
Primary Non-Interstate Highway Freight Routes
Nationally Designated All-American Road
Other Highways
Urbanized Area
Interstate Route
U.S. Route
Utah State Route
Other State Route
1990 AADT
2005 AADT
2030 AADT
Border Volumes
Interior Volumes
Utah Statewide Rest Area Study
Figure 2B-2
Primary Corridor Volumes

Table 2B-2: Facility Age

Facility	Original Date of Construction, Rehabilitation, Major Upgrades	Age (years)
Bear Lake Rest Area	1965	41
Weber Canyon Rest Area	1968	38
Mountain Green Rest Area	1968	38
Tucker Rest Area	1969	37
Shingle Creek Rest Area	1970	36
Pines Rest Area	1970	36
Hoover Rest Area	1970	36
Ivie Creek Rest Area	1970	36
Salt Flats (EB) Rest Area	1970	36
Salt Flats (WB) Rest Area	1970	36
Echo Canyon	1970	36
Perry Rest Area	1973	33
St. George Welcome Center	1974	32
Brigham Welcome Center	1975	31
Salt Wash (WB) View Area	1975	31
Salt Wash (EB) View Area	1975	31
Eagle Canyon View Area	1975	31
Devil's Canyon View Area	1975	31
Ghost Rocks (WB) View Area	1975	31
Ghost Rocks (EB) View Area	1975	31
Black Dragon View Area	1975	31
Spotted Wolf View Area	1975	31
San Rafael View Area	1975	31
Thompson Welcome Center	1977	29
Crescent Jct. Rest Area	1979	27
Lunt Park (NB) Rest Area	1987	19
Lunt Park (SB) Rest Area	1987	19
Oak Springs Rest Area	1989	17
Echo Welcome Center	1992	14
Silver City Rest Area	1997	9
Jensen Welcome Center	1997	9
Harley Dome View Area	1997	9
Kane Springs Rest Area	1998	8
Kanarraville (NB) Rest Area	1999	7
Kanarraville (SB) Rest Area	1999	7
Pinion Ridge Rest Area	2000	6
Grassy Mountain (EB) Rest Area	2000	6
Grassy Mountain (WB) Rest Area	2000	6
Bear Lake Overlook Rest Area	2006	0

b. Conformance with Current Design Standards

This criterion seeks to identify a facilities conformance with current design standards.

This criterion is measured as good (0), fair (0.5) or poor (1.0) based on the findings of the facility inventory. A good rating indicates that the facility meets most all of the current design standards. A fair rating

indicates that some design standards are not current. A poor rating indicates that the majority of the design standards are not current.

c. Truck Parking Supply

Refer to the AASHTO Guide for Development of Rest Areas on Major Arterials and Freeways regarding the methodology for estimating the number of truck-parking spaces required at a facility.

This criterion is measured as the difference between the calculated demand and the current supply. This criterion only dealt only with deficiencies in parking, not situations where the parking supply exceeded the calculated required number of stalls.

Table 2B-3 presents the current parking supply and calculated demand for each system facility.

d. Automobile Parking Supply

Refer to the AASHTO Guide for Development of Rest Areas on Major Arterials and Freeways regarding the methodology for estimating the number of automobile-parking spaces required at a facility.

This criterion is measured as the difference between the calculated demand and the current supply. This criterion only dealt only with deficiencies in parking, not situations where the parking supply exceeded the calculated required number of stalls.

Table 2B-4 presents the current parking supply and calculated demand for each system facility.

e. Primary Structure Condition and Appearance

This criterion considers the interior and exterior elements of the primary structure as determined by the facility inventory.

This criterion is measured as very good (1), good (2), fair (3), poor (4), or very poor (5) based on a subjective assessment.

f. Overall Site Condition and Appearance

This criterion considers the site elements separate and apart from the primary structure.

This criterion is measured as very good (1), good (2), fair (3), poor (4), or very poor (5) based on a subjective assessment.

g. Topographic Constraints

Improvements to some facility sites, such as the Echo Rest Area, are limited by significant topographic constraints such as steep terrain and water features.

This criterion is measured as low (0), medium (0.5), or high (1.0) based on the findings of the facility inventory. A good rating indicates that the facility site has few, if any, topographic constraints. A medium rating indicates that some constraints exist. A high rating indicates that significant constraints exist.

Table 2B-3: Facility Truck Parking Supply and Demand			
Facility	**Current Parking Supply (no. of spaces)**	**Calculated Parking Demand (no. of spaces)**	**Difference between Supply and Demand (shortage)**
Rest Areas			
Shingle Creek	2	5	**3**
Kanarraville (NB)	17	36	**19**
Kanarraville (SB)	17	36	**19**
Pines	0	8	**8**
Lunt Park (NB)	10	31	**21**
Lunt Park (SB)	10	29	**19**
Kane Springs	10	4	**N/A**
Hoover	0	4	**4**
Oak Springs	0	2	**2**
Ivie Creek	12	13	**1**
Crescent Jct.	8	11	**3**
Silver City	5	2	**N/A**
Tucker	7	24	**17**
Pinion Ridge	10	11	**1**
Salt Flats (EB)	11	15	**4**
Salt Flats (WB)	12	14	**2**
Grassy Mountain (EB)	14	14	**N/A**
Grassy Mountain (WB)	14	14	**N/A**
Echo Canyon	5	25	**20**
Weber Canyon	6	26	**20**
Mountain Green	6	26	**20**
Perry	10	45	**35**
Bear Lake	3	3	**N/A**
Welcome Centers			
St. George	15	42	**27**
Thompson	9	12	**3**
Jensen	8	18	**10**
Echo	21	27	**6**
Brigham	14	51	**37**
View Areas			
Salt Wash (WB)	6	8	**2**
Salt Wash (EB)	12	8	**N/A**
Eagle Canyon	5	8	**3**
Devil's Canyon	8	8	**N/A**
Ghost Rocks (WB)	8	8	**N/A**
Ghost Rocks (EB)	12	9	**N/A**
Black Dragon	4	8	**4**
Spotted Wolf	5	9	**4**
San Rafael	10	9	**N/A**
Harley Dome	8	10	**2**

Table 2B-4: Facility Automobile Parking Supply and Demand

Facility	Current Parking Supply (no. of spaces)	Calculated Parking Demand (no. of spaces)	Difference between Supply and Demand (shortage)
Rest Areas			
Shingle Creek	11	11	**N/A**
Kanarraville (NB)	23	82	**59**
Kanarraville (SB)	23	82	**59**
Pines	21	17	**N/A**
Lunt Park (NB)	23	70	**47**
Lunt Park (SB)	25	66	**41**
Kane Springs	20	9	**N/A**
Hoover	25	10	**N/A**
Oak Springs	13	5	**N/A**
Ivie Creek	25	29	**4**
Crescent Jct.	22	25	**3**
Silver City	15	4	**N/A**
Tucker	16	53	**37**
Pinion Ridge	20	25	**5**
Salt Flats (EB)	30	33	**3**
Salt Flats (WB)	30	31	**1**
Grassy Mountain (EB)	22	32	**10**
Grassy Mountain (WB)	22	32	**10**
Echo Canyon	14	57	**43**
Weber Canyon	28	59	**31**
Mountain Green	20	59	**39**
Perry	15	102	**87**
Bear Lake	19	6	**N/A**
Welcome Centers			
St. George	30	94	**64**
Thompson	22	27	**5**
Jensen	30	41	**11**
Echo	65	60	**N/A**
Brigham	30	114	**84**
View Areas			
Salt Wash (WB)	17	18	**1**
Salt Wash (EB)	22	18	**N/A**
Eagle Canyon	16	18	**2**
Devil's Canyon	16	18	**2**
Ghost Rocks (WB)	22	19	**N/A**
Ghost Rocks (EB)	22	20	**N/A**
Black Dragon	22	19	**N/A**
Spotted Wolf	20	20	**N/A**
San Rafael	22	20	**N/A**
Harley Dome	17	23	**6**

h. Utility Quality

For this criterion, utilities include the water, wastewater, and electrical components of the facility.

This criterion is measured as good (0), fair (0.5), or poor (1.0) based on the findings of the facility inventory. A good rating indicates that the facility has few, if any, recurring utility issues. A fair rating indicates that there are some recurring problems or outstanding issues to be addressed. A high rating indicates that there are significant utility issues.

3. Spacing

This category includes two criteria that relate primarily to facility spacing.

a. Proximity to Adjacent Public Facility or Urbanized Area Boundary

The distance that a facility is from an adjacent public facility or urbanized area boundary is important in determining facility priority. Close spacing indicates potential redundancy in the system, whereas a facility that is far from other public facilities potentials may fill a more immediate or important role in the system.

This criterion is measured as being within thirty miles (0), between thirty and sixty miles (0.5), or greater than sixty miles (1.0) from an adjacent public facility or urbanized area boundary.

Of all the criteria discussed, proximity to adjacent public facilities is one of the most important criterion for determining gaps need to add facilities.

Figure 2B-3 presents the distances between interstate facilities. It is important to note that most interstate facilities are spaced well within the one-hour drive time recommended spacing for interstate facilities.

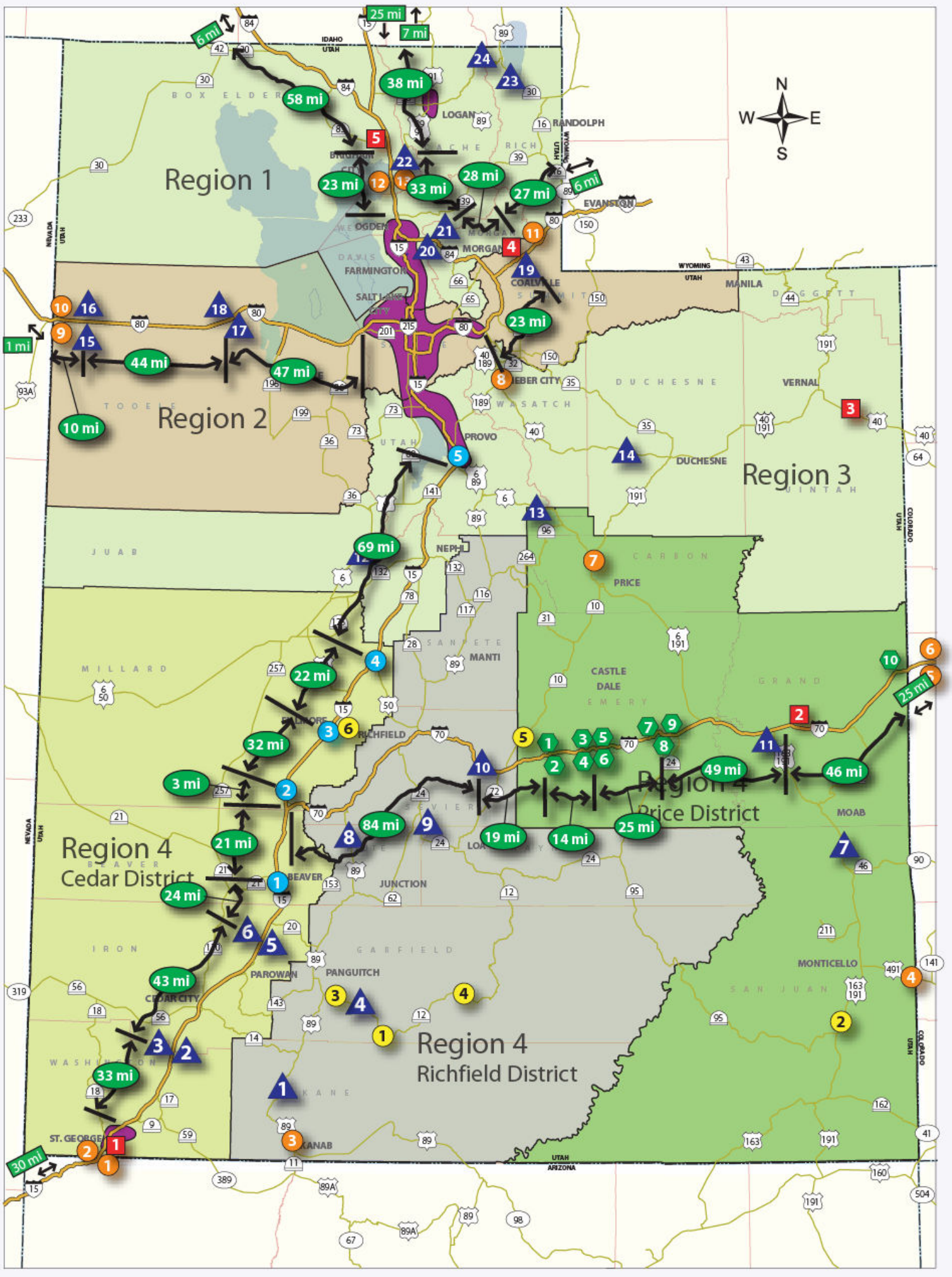
To look at the situation from a different perspective, one-hour drive time coverage areas were developed for each facility. **Figure 2B-4** shows the one-hour drive time coverage for interstate facilities. **Figure 2B-5** shows only the public interstate facilities. **Figure 2B-6** shows the coverage areas for all facilities. In each figure, darker blue colors represent areas of overlapping coverage along the highway.

b. Proximity to Adjacent Cities or Towns with Services

The distance that a facility is from an adjacent city or town with services is also important in determining facility priority. As with the previous criterion, close spacing indicates potential redundancy in the system, whereas a facility that is far from adjacent services may fill a more immediate or important role in the system.

This criterion is measured as being within ten miles (0), between ten and twenty miles (0.5), or greater than twenty miles (1.0) from a city or town with services.

For the purposes of this criterion, no distinction was made between cities and towns that provide basic services only during regular business hours versus on a twenty-four hour per day basis.



Facilities

1. Shingle Creek
2. Kanarraville NB
3. Kanarraville SB
4. Pines
5. Lunt Park NB
6. Lunt Park SB
7. Kane Springs
8. Hoover
9. Oak Springs
10. Ivie Creek
11. Crescent Junction
12. Silver City
13. Tucker
14. Pinion Ridge
15. Salt Flats EB
16. Salt Flats WB
17. Grassy Mountain EB
18. Grassy Mountain WB
19. Echo Canyon
20. Weber Canyon
21. Mountain Green
22. Perry
23. Bear Lake
24. Bear Lake Overlook
1. Salt Wash WB
2. Salt Wash EB
3. Eagle Canyon
4. Devil's Canyon
5. Ghost Rocks WB
6. Ghost Rocks EB
7. Black Dragon
8. Spotted Wolf
9. San Rafael
10. Harley Dome
1. St. George
2. Thompson
3. Jensen
4. Echo
5. Brigham
1. Beaver
2. Cove Fort
3. Fillmore
4. Scipio
5. Springville
1. Cannonville Visitor Center (BLM)
2. Blanding
3. Red Canyon (Forest Service)
4. Escalante Visitor Center (BLM)
5. Emery
6. Fillmore
1. St. George NB
2. St. George SB
3. Kanab
4. Monticello
5. Loma EB
6. Loma WB
7. Peerless
8. Daniels
9. Wendover EB
10. Wendover WB
11. Echo
12. Perry NB
13. Perry SB

1 Rest Area
1 View Area
1 Welcome Center
1 Public/Private Partnership Rest Stop
1 Public/Public Facility

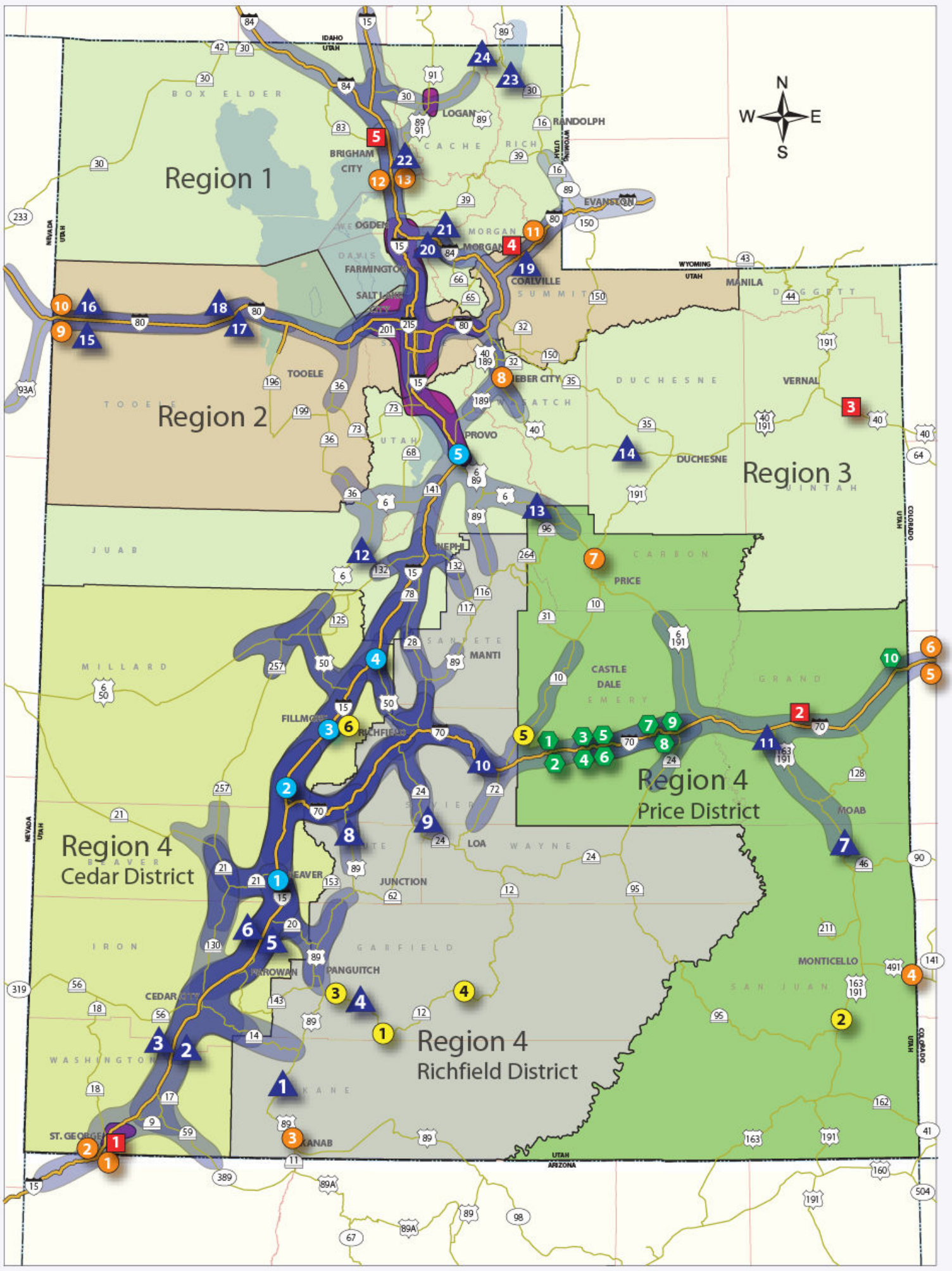
1 Port of Entry
Urbanized Area
15 Interstate Route
89 U.S. Route
14 Utah State Route
98 Other State Route

1 Facility Serves Both Directions
1 Facility Serves One Direction
1 1 Facility Pair Serves Both Directions

UDOT CONNECTING COMMUNITIES

Utah Statewide Rest Area Study

Figure 2B-3
Spacing by Distance
Interstate Facilities Only



Facilities

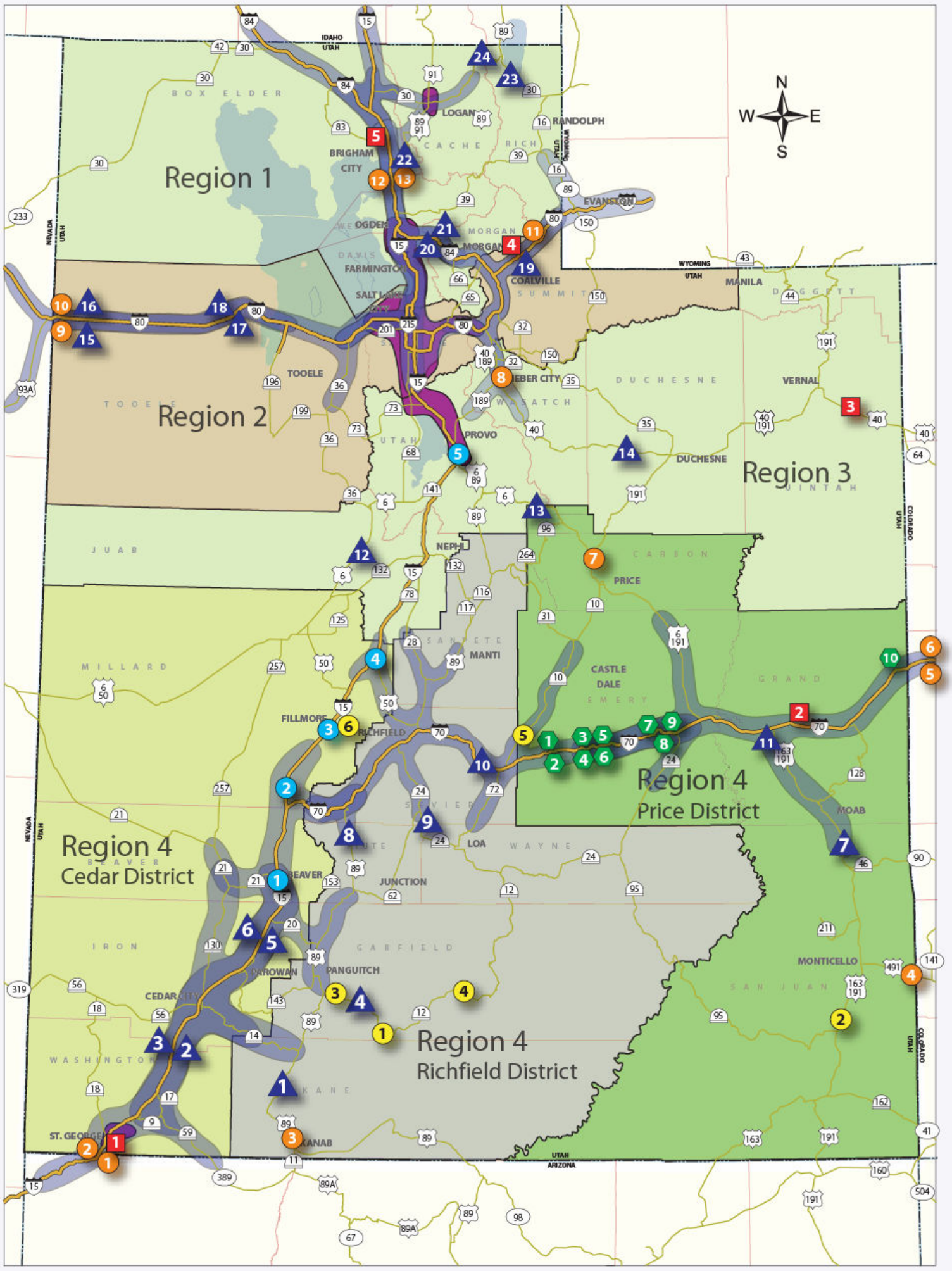
- 1 Shingle Creek
- 2 Kanarraville NB
- 3 Kanarraville SB
- 4 Pines
- 5 Lunt Park NB
- 6 Lunt Park SB
- 7 Kane Springs
- 8 Hoover
- 9 Oak Springs
- 10 Ivie Creek
- 11 Crescent Junction
- 12 Silver City
- 13 Tucker
- 14 Pinion Ridge
- 15 Salt Flats EB
- 16 Salt Flats WB
- 17 Grassy Mountain EB
- 18 Grassy Mountain WB
- 19 Echo Canyon
- 20 Weber Canyon
- 21 Mountain Green
- 22 Perry
- 23 Bear Lake
- 24 Bear Lake Overlook
- 1 Salt Wash WB
- 2 Salt Wash EB
- 3 Eagle Canyon
- 4 Devil's Canyon
- 5 Ghost Rocks WB
- 6 Ghost Rocks EB
- 7 Black Dragon
- 8 Spotted Wolf
- 9 San Rafael
- 10 Harley Dome
- 1 St. George
- 2 Thompson
- 3 Jensen
- 4 Echo
- 5 Brigham
- 1 Beaver
- 2 Cove Fort
- 3 Fillmore
- 4 Scipio
- 5 Springville
- 1 Cannonville Visitor Center (BLM)
- 2 Blanding
- 3 Red Canyon (Forest Service)
- 4 Escalante Visitor Center (BLM)
- 5 Emery
- 6 Fillmore
- 1 St. George NB
- 2 St. George SB
- 3 Kanab
- 4 Monticello
- 5 Loma EB
- 6 Loma WB
- 7 Peerless
- 8 Daniels
- 9 Wendover EB
- 10 Wendover WB
- 11 Echo
- 12 Perry NB
- 13 Perry SB

- 1 Rest Area
- 1 View Area
- 1 Welcome Center
- 1 Public/Private Partnership Rest Stop
- 1 Public/Public Facility
- 1 Port of Entry
- Urbanized Area
- One Hour Drive Time
- 15 Interstate Route
- 89 U.S. Route
- 14 Utah State Route
- 98 Other State Route
- 1 Facility Serves Both Directions
- 1 Facility Serves One Direction
- 1 1 Facility Pair Serves Both Directions

UDOT CONNECTING COMMUNITIES

Utah Statewide Rest Area Study

Figure 2B-4
Spacing by Drive Time
Interstate Facilities Only



Facilities

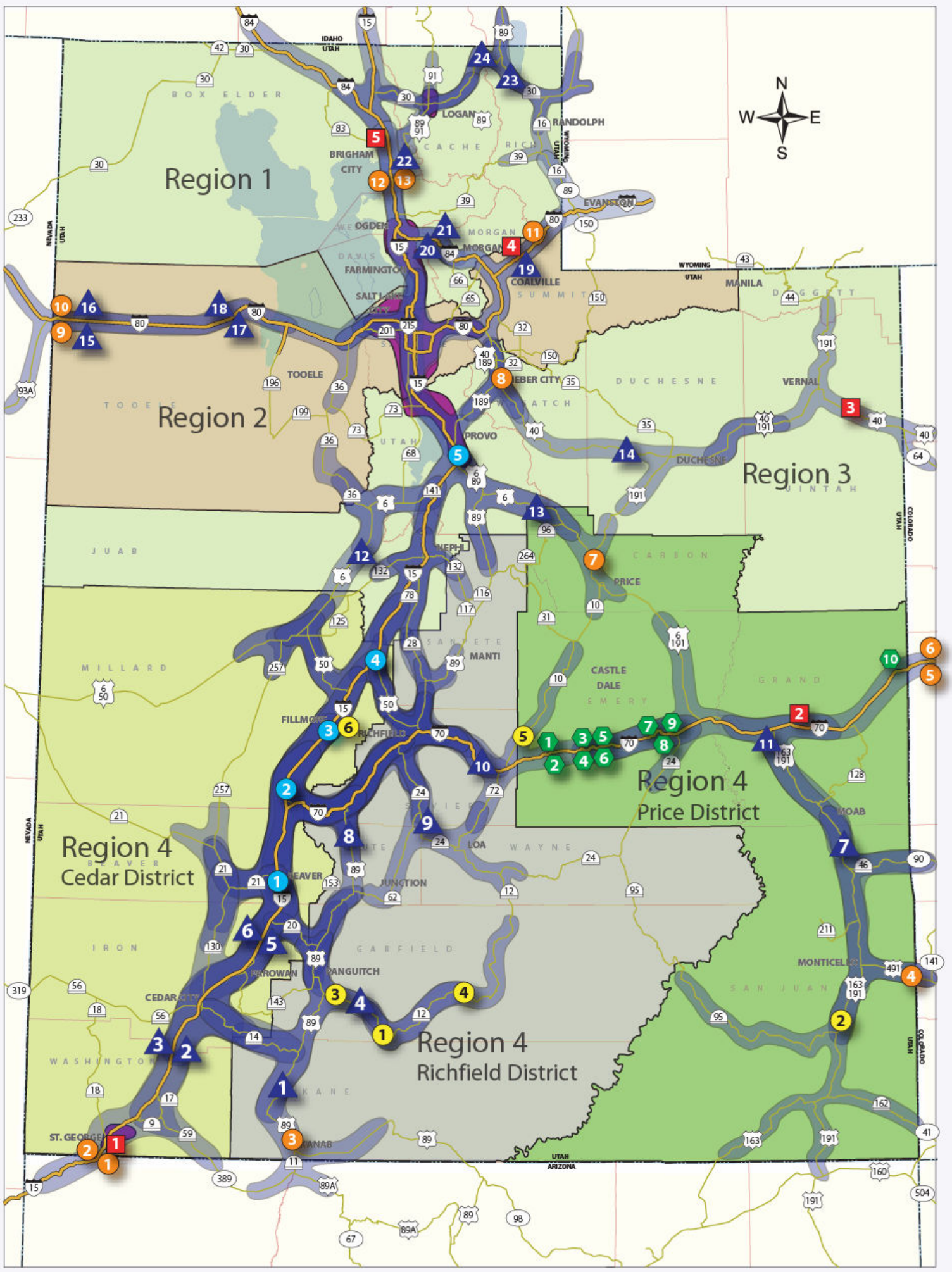
- 1 Shingle Creek
- 2 Kanarraville NB
- 3 Kanarraville SB
- 4 Pines
- 5 Lunt Park NB
- 6 Lunt Park SB
- 7 Kane Springs
- 8 Hoover
- 9 Oak Springs
- 10 Ivie Creek
- 11 Crescent Junction
- 12 Silver City
- 13 Tucker
- 14 Pinion Ridge
- 15 Salt Flats EB
- 16 Salt Flats WB
- 17 Grassy Mountain EB
- 18 Grassy Mountain WB
- 19 Echo Canyon
- 20 Weber Canyon
- 21 Mountain Green
- 22 Perry
- 23 Bear Lake
- 24 Bear Lake Overlook
- 1 Salt Wash WB
- 2 Salt Wash EB
- 3 Eagle Canyon
- 4 Devil's Canyon
- 5 Ghost Rocks WB
- 6 Ghost Rocks EB
- 7 Black Dragon
- 8 Spotted Wolf
- 9 San Rafael
- 10 Harley Dome
- 1 St. George
- 2 Thompson
- 3 Jensen
- 4 Echo
- 5 Brigham
- 1 Beaver
- 2 Cove Fort
- 3 Fillmore
- 4 Scipio
- 5 Springville
- 1 Cannonville Visitor Center (BLM)
- 2 Blanding
- 3 Red Canyon (Forest Service)
- 4 Escalante Visitor Center (BLM)
- 5 Emery
- 6 Fillmore
- 1 St. George NB
- 2 St. George SB
- 3 Kanab
- 4 Monticello
- 5 Loma EB
- 6 Loma WB
- 7 Peerless
- 8 Daniels
- 9 Wendover EB
- 10 Wendover WB
- 11 Echo
- 12 Perry NB
- 13 Perry SB

- Rest Area
- View Area
- Welcome Center
- Public/Private Partnership Rest Stop
- Public/Public Facility
- Port of Entry
- Urbanized Area
- One Hour Drive Time
- Interstate Route
- U.S. Route
- Utah State Route
- Other State Route
- Facility Serves Both Directions
- Facility Serves One Direction
- Facility Pair Serves Both Directions

UDOT CONNECTING COMMUNITIES

Utah Statewide Rest Area Study

Figure 2B-5
Spacing by Drive Time
Public Facilities Only



Facilities

- 1 Shingle Creek
- 2 Kanarraville NB
- 3 Kanarraville SB
- 4 Pines
- 5 Lunt Park NB
- 6 Lunt Park SB
- 7 Kane Springs
- 8 Hoover
- 9 Oak Springs
- 10 Ivie Creek
- 11 Crescent Junction
- 12 Silver City
- 13 Tucker
- 14 Pinion Ridge
- 15 Salt Flats EB
- 16 Salt Flats WB
- 17 Grassy Mountain EB
- 18 Grassy Mountain WB
- 19 Echo Canyon
- 20 Weber Canyon
- 21 Mountain Green
- 22 Perry
- 23 Bear Lake
- 24 Bear Lake Overlook
- 1 Salt Wash WB
- 2 Salt Wash EB
- 3 Eagle Canyon
- 4 Devil's Canyon
- 5 Ghost Rocks WB
- 6 Ghost Rocks EB
- 7 Black Dragon
- 8 Spotted Wolf
- 9 San Rafael
- 10 Harley Dome
- 1 St. George
- 2 Thompson
- 3 Jensen
- 4 Echo
- 5 Brigham
- 1 Beaver
- 2 Cove Fort
- 3 Fillmore
- 4 Scipio
- 5 Springville
- 1 Cannonville Visitor Center (BLM)
- 2 Blanding
- 3 Red Canyon (Forest Service)
- 4 Escalante Visitor Center (BLM)
- 5 Emery
- 6 Fillmore
- 1 St. George NB
- 2 St. George SB
- 3 Kanab
- 4 Monticello
- 5 Loma EB
- 6 Loma WB
- 7 Peerless
- 8 Daniels
- 9 Wendover EB
- 10 Wendover WB
- 11 Echo
- 12 Perry NB
- 13 Perry SB

- Rest Area
- View Area
- Welcome Center
- Public/Private Partnership Rest Stop
- Public/Public Facility
- Port of Entry
- Urbanized Area
- One Hour Drive Time
- Interstate Route
- U.S. Route
- Utah State Route
- Other State Route
- Facility Serves Both Directions
- Facility Serves One Direction
- Facility Pair Serves Both Directions

UDOT CONNECTING COMMUNITIES

Utah Statewide Rest Area Study

Figure 2B-6

Spacing by Drive Time

All Facilities

Since a mix of performance measures was used in the ranking analysis, it was necessary to total the performance measures for each criterion and calculate an average. Individual measures for each facility were then compared to the average in terms of its percentage of the average. This is referred to as "normalizing the score." Once normalized, measures from diverse criteria are in a comparable form.

B. Criteria Weighting

Normalized scores are multiplied by a weighting factor that expresses their relative importance. To obtain these weights, members of the Technical Committee each distributed one hundred points among the criteria. Scores for each Technical Committee member were averaged to develop a final weighting.

Table 2B-5 presents the final weighting scores as determined by the Technical Committee.

C. Facility Ranking

It is important to note that this ranking is NOT intended as a direct indication of the need, or lack thereof, for a particular facility. It served as an additional resource in identifying and developing recommendations.

The ranking gives an indication of the order that the facilities should receive attention based on the criteria, criteria scoring, and weighting process.

Table 2B-6 and **Figure 2B-7** present the overall ranking results.

Table 2B-5: Rest Area, Welcome Center and View Area Facility Weighting Scores

Category	Criterion	Technical Committee Weighting Scores
Safety	Fatigue Crash Percentages and Rates	15.4
	Adjacent Highway AADT	12.0
	Lighting Condition	7.4
Facility Characteristics	Age	5.6
	Conformance with current design standards	5.3
	Truck parking supply	7.9
	Automobile parking supply	5.9
	Primary structure condition and appearance	7.4
	Overall site condition and appearance	5.4
	Topographic Constraints	3.7
	Utility quality	5.7
Spacing	Proximity to adjacent public facility or urbanized area boundary	9.3
	Distance to adjacent cities or towns with services	9.0

Table 2B-6: Rest Area, Welcome Center and View Area Facility Critical Issue Ranking

Ranking	Facility	Ranking	Facility
1	Black Dragon View Area	20	SB Lunt Park Rest Area
2	Spotted Wolf View Area	21	NB Kanarraville Rest Area
3	Devils Canyon View Area	22	Weber Canyon Rest Area
4	Silver City Rest Area	23	Echo Canyon Rest Area
5	Eagle Canyon View Area	24	Hoover Rest Area
6	WB Salt Wash View Area	25	Mountain Green Rest Area
7	EB Ghost Rocks View Area	26	EB Grassy Mountain Rest Area
8	WB Ghost Rocks View Area	27	Ivie Creek Rest Area
9	San Rafael View Area	28	Jensen Welcome Center
10	Brigham Welcome Center	29	Shingle Creek Rest Area
11	Perry Rest Area	30	Oak Springs Rest Area
12	Harley Dome View Area	31	Pinion Ridge Rest Area
13	Tucker Rest Area	32	WB Salt Flats Rest Area
14	EB Salt Wash View Area	33	WB Grassy Mountain Rest Area
15	St. George Welcome Center	34	Bear Lake Rest Area
16	NB Lunt Park Rest Area	35	EB Salt Flats Rest Area
17	Crescent Junction Rest Area	36	Kane Springs Rest Area
18	SB Kanarraville Rest Area	37	Echo Welcome Center
19	Thompson Welcome Center	38	Pines Rest Area

Due to its very recent completion, the Bear Lake Overlook was not included in the ranking.

D. Findings

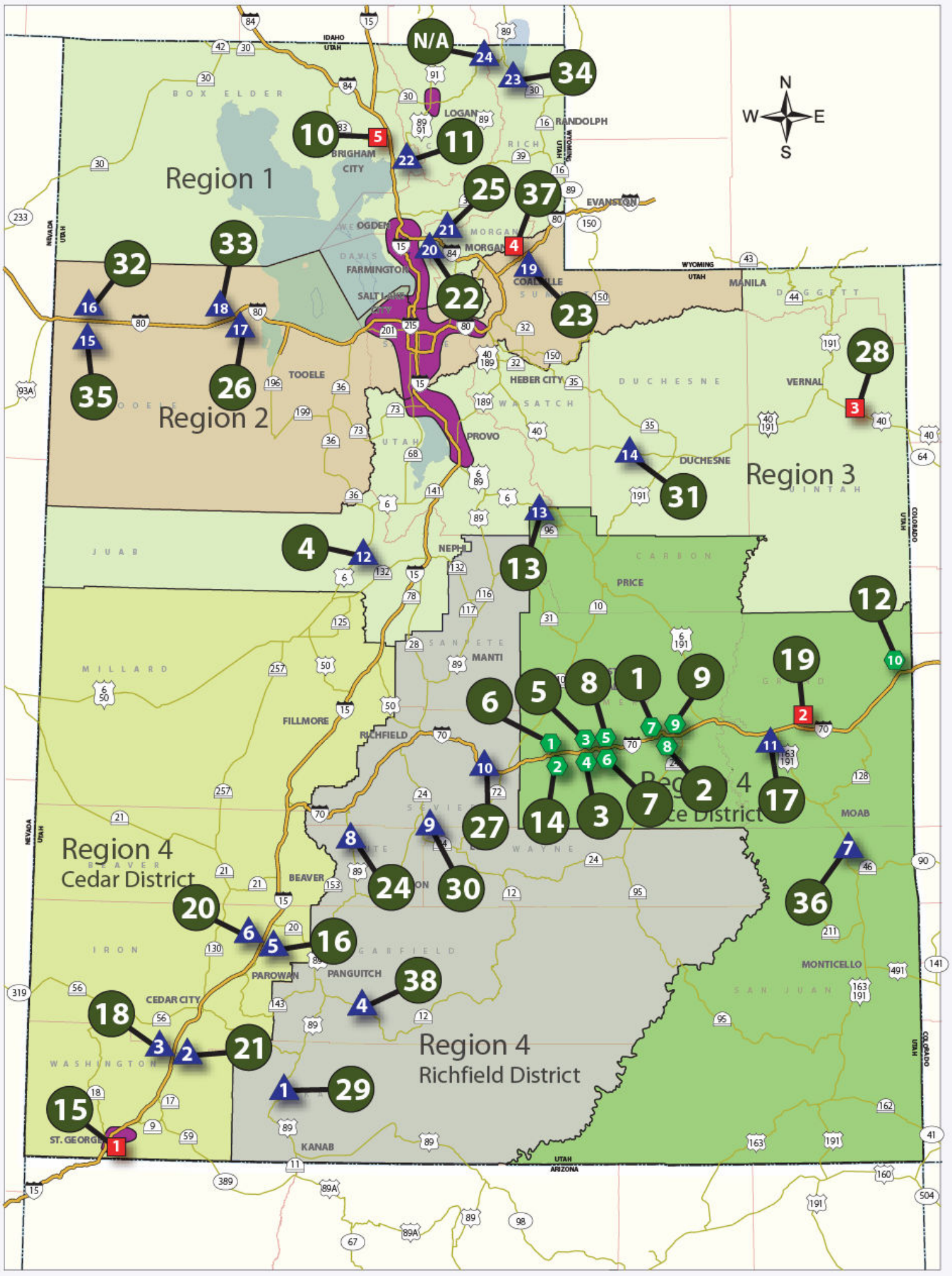
The facility ranking process and resulting spreadsheets is a dynamic and objective tool that can be used to provide more than just an overall facility ranking. The process and spreadsheets also provide a means of ranking facilities by category, criteria, and/or facility type.

In addition, criteria perspective can be modified so that different questions or scenarios can be investigated. For example, in the critical issue ranking scenario, a higher criterion value equates to a higher level of attention. As such, a higher AADT increases the overall issue ranking for a given facility. However, if facility closure opportunities were being investigated as a part of a ranking scenario, a lower AADT may equate to a higher level of attention.

Key findings from the ranking are summarized below first by criteria and then by facility.

1. Criteria Based Findings

   The following is a summary of key findings based on an assessment of individual criteria ranking and scores.



Facilities

1. Shingle Creek
2. Kanarraville NB
3. Kanarraville SB
4. Pines
5. Lunt Park NB
6. Lunt Park SB
7. Kane Springs
8. Hoover
9. Oak Springs
10. Ivie Creek
11. Crescent Junction
12. Silver City
13. Tucker
14. Pinion Ridge
15. Salt Flats EB
16. Salt Flats WB
17. Grassy Mountain EB
18. Grassy Mountain WB
19. Echo Canyon
20. Weber Canyon
21. Mountain Green
22. Perry
23. Bear Lake
24. Bear Lake Overlook
1. Salt Wash WB
2. Salt Wash EB
3. Eagle Canyon
4. Devil's Canyon
5. Ghost Rocks WB
6. Ghost Rocks EB
7. Black Dragon
8. Spotted Wolf
9. San Rafael
10. Harley Dome
1. St. George
2. Thompson
3. Jensen
4. Echo
5. Brigham

Rest Area (RA)

View Area (VA)

Welcome Center (WC)

Critical Issue Ranking

Urbanized Area

Interstate Route

U.S. Route

Utah State Route

Other State Route

Facility Serves Both Directions

Facility Serves One Direction

Facility Pair Serves Both Directions

Utah Statewide Rest Area Study

Figure 2B-7
Critical Issue Ranking
All Facilities

a. Fatigue Crash Percentages and Rates

This criterion received the highest weighting of all the criteria (15.4 out of 100) and was the second greatest contributor to the overall facility scores with a maximum score of 38.7.

Corridors, and associated facilities, with the highest fatigue rate and fatigue percentage occurrences include all of I-70, I-15 from the I-70 interchange north to approximately Nephi and I-80 between the Grassy Mountain Rest Areas and the western state line (Wendover).

Twenty-two facilities are located within these corridor areas as follows:

- All view area facilities (10), Ivie Creek Rest Area, Crescent Junction Rest Area, and the Thompson Welcome Center (I-70)
- Cove Fort, Fillmore, and Scipio Public/Private Partnership Rest Stops (I-15)
- East and westbound Salt Flats Rest Areas, east and westbound Grassy Mountain Rest Areas, east and westbound Wendover Ports of Entry (I-80)

b. Adjacent Highway AADT

This criterion received the second highest weighting of all the criteria (12 out of 100) and was the greatest contributor to the overall facility scores with a maximum score of 45.7.

The highest AADT's are found on interstate highways near the urbanized areas. The highest AADT's (21,000 or higher) are on I-15 between Nephi and Brigham City and in St. George.

The section of I-15 from St. George north to Nephi is also a relatively heavily traveled route with an AADT south of the I-70 interchange of approximately 16,500 and 12,500 north of the I-70 interchange. A substantial proportion of vehicles on this section of interstate are commercial trucks.

The section of I-80 from I-15 east to the Wyoming border is a highly traveled route with an AADT of 12,500 or greater, with a substantial proportion of the vehicles being commercial trucks.

The section of I-84 from I-15 east to the I-80 interchange is a highly traveled route with an AADT of 12,000 or greater, with a substantial proportion of the vehicles being commercial trucks.

Twenty-one facilities are located within these corridor areas as follows:

- North and southbound St. George Ports of Entry, St. George Welcome Center, Springville Public/Private Partnership Rest Stop, the Brigham Welcome Center, the Perry Rest Area, and the north and southbound Perry Ports of Entry (I-15 Nephi to Brigham City)

- North and southbound Kanarraville Rest Areas, north and southbound Lunt Park Rest Areas, and the Beaver, Cove Fort, Fillmore and Scipio Public/Private Partnership Rest Stops (I-15 St George to Nephi)
- Echo Canyon Rest Area, Echo Welcome Center, and the Echo Port of Entry (I-80 east of I-15)
- Weber Canyon Rest Area and the Mountain Green Rest Area (I-84)

Approximately eighteen percent of the inventoried facilities are adjacent to low volume highways (< 2,500 AADT). These facilities include the Silver City, Hoover, Bear Lake, Oak Springs, Kane Springs, Pines and Shingle Creek Rest Areas.

c. Lighting Condition

Lighting is noted as good or fair at most of the inventoried facilities with exception of the view area facilities located along I-70. The only other facility with poor lighting conditions is the Silver City Rest Area.

d. Age

Of the thirty-nine rest area, welcome center and view area facilities currently in operation, ten are considered new facilities (less than ten years old). Of the remaining twenty-seven facilities, twenty-four are over thirty years old with half of those being over thirty-five years old. The oldest currently operating facility is the Bear Lake Rest Area, which was constructed in 1965 and is forty-one years old.

e. Conformance with Current Design Standards

In general, those facilities that were constructed within the last twenty years are considered to meet current design standards. This represents approximately one-third of the facilities.

f. Truck Parking Supply

This criterion received the fifth highest weighting of all the criteria (7.9 out of 100) and was the fourth greatest contributor to the overall facility scores with a maximum score of 34.7.

Approximately one third of the facilities inventoried currently provide insufficient truck parking (> 10 space difference between the calculated demand and the current supply).

The facilities with the most critical shortages are generally located on higher AADT highways. The top ten shortages exist at the Brigham Welcome Center, Perry Rest Area, St. George Welcome Center, northbound Lunt Park Rest Area, Echo Canyon Rest Area, Weber Canyon Rest Area, Mountain Green Rest Area, north and southbound Kanarraville Rest Areas, and the southbound Lunt Park Rest Area.

g. Automobile Parking Supply

This criterion received the eighth highest weighting of all the criteria (5.9 out of 100) but was the fifth greatest contributor to the overall facility scores with a maximum score of 29.6.

Approximately one third of the facilities inventoried currently provide insufficient automobile parking (> 10 space difference between the calculated demand and the current supply).

The facilities with the most critical shortages are generally located on higher AADT highways. The top ten shortages exist at the Perry Rest Area, Brigham Welcome Center, St. George Welcome Center, north and southbound Kanarraville Rest Areas, northbound Lunt Park Rest Area, Echo Canyon Rest Area, southbound Lunt Park Rest Area, Mountain Green Rest Area, and the Tucker Rest Area.

h. Primary Structure Condition and Appearance

Approximately forty percent of the facilities are noted as having a poor or very poor structure condition and appearance.

Seven of the ten view area facilities stand out as having a poor structure condition and appearance. This is related to the fact that the only structures provided are the outdated pit toilets.

Other facilities noted as having very poor or poor structure condition and appearance include the Silver City, Bear Lake, Mountain Green, Weber Canyon, Echo Canyon, Tucker, Hoover, Ivie Creek, and Shingle Creek Rest Area facilities.

i. Overall Site Condition and Appearance

Over half of the facilities inventoried are noted as having a very good or good overall site condition and appearance. Only four facilities have poor or very poor site condition and appearance. These facilities include the Silver City Rest Area, Echo Canyon Rest Area, and the east and westbound Salt Flats Rest Areas.

The Silver City Rest Area has the poorest rating in this criterion. The lack of separate commercial truck and automobile parking areas at the Echo Canyon Rest Area are a primary reason for its poor rating. The Salt Flats Rest Areas are unique given their location; however, the overall site condition and appearance for both facilities received a poor rating.

j. Topographic Constraints

Many of the inventoried facilities have significant topographic constraints that limit expansion opportunities. These facilities include the Echo Welcome Center, St. George Welcome Center, the Echo Canyon, Weber Canyon, Hoover, Ivie Creek, Crescent Junction, Kane Springs, and Shingle Creek Rest Areas, and most of the view area facilities.

k. Utility Quality

The utility quality at the majority of the inventoried facilities is good. The view area facilities and the Silver City Rest Area all received a

poor rating due to their lack of utilities. The Thompson Welcome Center has water source/quality issues and received only a fair rating.

l. Proximity to Adjacent Public Facility or Urbanized Area Boundary

The most remote of the inventoried facilities include the Jensen Welcome Center, and the Pinion Ridge, Silver City, and Hoover Rest Areas.

Based on the spacing assessment was conducted, the following *spacing standpoint* conclusions were developed:

- Public/private partnership rest stop facilities are essential elements of the overall system. Their presence and effectiveness along I-15 from the junction with I-70 to Springville, eliminates the need for additional public facilities along this section of I-15 (the current STIP includes placeholders for new rest area facilities at Kanosh and Mills).
- Interstate highway segments noted as having sparse coverage include:
  - I-70 from the junction with I-15 east to the Ivie Creek Rest Area
  - I-15 from Cove Fort to Springville
  - I-84 from the junction with I-15 north to the Idaho border
- Non-interstate highway segments noted as having limited facility coverage include:
  - US-6 from the junction with I-70 north to Price
  - US-40 from Heber to the Colorado border

m. Proximity to Adjacent Cities or Towns with Services

This criterion received the third highest weighting of all the criteria (9.3 out of 100) and was the third greatest contributor to the overall facility scores with a maximum score of 37.2.

Seventeen of the inventoried facilities are over twenty miles from an adjacent city or town with services. The facilities include all of the view areas, the Thompson Welcome Center, the Silver City, Ivie Creek, and Crescent Junction Rest Areas, and the east and westbound Grassy Mountain Rest Areas.

2. Facility Based Findings

Table 2B-7 summarizes key issue findings based on an assessment of the individual facility ranking and scores.

In general, the facilities that should receive attention first include the view areas, Silver City Rest Area, Brigham Welcome Center, Perry Rest Area, and the Tucker Rest Area.

The view areas all ranked high due to high fatigue crash percentages and rates on I-70, the poor condition of the pit toilet facilities, poor lighting conditions, and their distance from adjacent cities or towns with services.

The Silver City Rest Area is the highest ranked rest area facility (#4) due to its poor conditions and distance from adjacent facilities and cities or towns with services.

The Brigham Welcome Center and Perry Rest Area ranked high (#10 and #11) due primarily to the high AADT's on I-15 and the subsequent high demand for truck and automobile parking.

The Tucker Rest Area ranked high (#13) due to its high criterion scores.

Key issues related to the remaining facilities are summarized in **Table 2B-7**.

Table 2B-7: Facility Based Findings

Rank (Total Weighted Score)	Facility	Key Issues (Total Weighted Score)
1 (147.1)	Black Dragon View Area	• High fatigue crash percentages/rates (38.7) • Poor lighting conditions (21.6) • Poor utility quality (18.8) • More than 20 miles from an adj. city or town with services (15.9) • Poor primary structure condition and appearance (11.7)
2 (146.8)	Spotted Wolf View Area	• High fatigue crash percentages/rates (38.7) • Poor lighting conditions (21.6) • Poor utility quality (18.8) • More than 20 miles from an adj. city or town with services (15.9) • Poor primary structure condition and appearance (11.7)
3 (143.8)	Devils Canyon View Area	• High fatigue crash percentages/rates (38.7) • Poor lighting conditions (21.6) • Poor utility quality (18.8) • More than 20 miles from an adj. city or town with services (15.9) • Poor primary structure condition and appearance (11.7)
4 (139.0)	Silver City Rest Area	• More than 60 mi. from an adj. public facility or urbanized area boundary (37.2) • Poor lighting conditions (21.6) • Poor utility quality (18.8) • More than 20 miles from an adj. city or town with services (15.9) • Very Poor overall site condition and appearance (12.4) • Very Poor primary structure condition and appearance (11.7)
5 (138.1)	Eagle Canyon View Area	• High fatigue crash percentages/rates (33.1) • Poor lighting conditions (21.6) • Poor utility quality (18.8) • More than 20 miles from an adj. city or town with services (15.9) • Poor primary structure condition and appearance (11.7)
6 (134.3)	WB Salt Wash View Area	• High fatigue crash percentages/rates (27.6) • Poor lighting conditions (21.6) • Poor utility quality (18.8) • More than 20 miles from an adj. city or town with services (15.9)
7 (133.5)	EB Ghost Rocks View Area	• High fatigue crash percentages/rates (38.7) • Poor lighting conditions (21.6) • Poor utility quality (18.8) • More than 20 miles from an adj. city or town with services (15.9) • Poor primary structure condition and appearance (11.7)

Table 2B-7: Facility Based Findings (Cont.)

Rank (Total Weighted Score)	Facility	Key Issues (Total Weighted Score)
8 (132.3)	WB Ghost Rocks View Area	• High fatigue crash percentages/rates (27.6) • Poor lighting conditions (21.6) • Poor utility quality (18.8) • More than 20 miles from an adj. city or town with services (15.9) • Poor primary structure condition and appearance (11.7)
9 (131.9)	San Rafael View Area	• High fatigue crash percentages/rates (27.6) • Poor lighting conditions (21.6) • Poor utility quality (18.8) • More than 20 miles from an adj. city or town with services (15.9) • Poor primary structure condition and appearance (11.7)
10 (130.3)	Brigham Welcome Center	• High adjacent highway AADT (45.7) • High truck parking demand versus supply (34.7) • High automobile parking demand versus supply (28.9)
11 (130.0)	Perry Rest Area	• High adjacent highway AADT (45.7) • High truck parking demand versus supply (33.1) • High automobile parking demand versus supply (29.6)
12 (125.5)	Harley Dome View Area	• High fatigue crash percentages/rates (33.1) • Poor lighting conditions (21.6) • Poor utility quality (18.8) • More than 20 miles from an adj. city or town with services (15.9)
13 (119.6)	Tucker Rest Area	• 30 to 60 miles from an adj. public facility or urbanized area boundary (18.6) • High adjacent highway AADT (15.9) • High truck parking demand versus supply (15.6) • Fairly high automobile parking demand versus supply (12.7) • Fair lighting conditions (10.8) • Poor conformance with current design standards (9.6) • Poor primary structure condition and appearance (9.4) • 37 years old (8.1)
14 (113.8)	EB Salt Wash View Area	• High fatigue crash percentages/rates (22.8) • Poor lighting conditions (21.6) • Poor utility quality (18.8) • More than 20 miles from an adj. city or town with services (15.9)
15 (111.2)	St. George Welcome Center	• High adjacent highway AADT (26.5) • High truck parking demand versus supply (25.2) • High automobile parking demand versus supply (21.9)
16 (109.9)	NB Lunt Park Rest Area	• High truck parking demand versus supply (19.8) • High adjacent highway AADT (19.7) • 30 to 60 miles from an adj. public facility or urbanized area boundary (18.6) • Fairly high fatigue crash percentages/rates (16.6) • Fairly high automobile parking demand versus supply (16.0)
17 (107.8)	Crescent Junction Rest Area	• High fatigue crash percentages/rates (33.1) • 30 to 60 miles from an adj. public facility or urbanized area boundary (18.6) • More than 20 miles from an adj. city or town with services (15.9) • Moderate adjacent highway AADT (7.5)

Table 2B-7: Facility Based Findings (Cont.)

Rank (Total Weighted Score)	Facility	Key Issues (Total Weighted Score)
18 (104.1)	SB Kanarraville Rest Area	• High adjacent highway AADT (24.5) • High automobile parking demand versus supply (20.1) • 30 to 60 miles from an adj. public facility or urbanized area boundary (18.6) • High truck parking demand versus supply (18.2)
19 (101.4)	Thompson Welcome Center	• High fatigue crash percentages/rates (22.1) • 30 to 60 miles from an adj. public facility or urbanized area boundary (18.6) • More than 20 miles from an adj. city or town with services (15.9) • Fair utility quality (9.42)
20 (100.6)	SB Lunt Park Rest Area	• High adjacent highway AADT (19.7) • 30 to 60 miles from an adj. public facility or urbanized area boundary (18.6) • High truck parking demand versus supply (18.1) • Fairly high automobile parking demand versus supply (13.9) • Fairly high fatigue crash percentages/rates (11.0)
21 (98.6)	NB Kanarraville Rest Area	• High adjacent highway AADT (24.5) • High automobile parking demand versus supply (20.1) • 30 to 60 miles from an adj. public facility or urbanized area boundary (18.6) • High truck parking demand versus supply (18.2)
22 (96.4)	Weber Canyon Rest Area	• High truck parking demand versus supply (19.0) • High adjacent highway AADT (17.6) • High automobile parking demand versus supply (10.6) • Poor conformance with current design standards (9.6) • Poor primary structure condition and appearance (9.4) • 38 years old (8.3)
23 (93.2)	Echo Canyon Rest Area	• High truck parking demand versus supply (19.0) • High adjacent highway AADT (17.0) • High automobile parking demand versus supply (14.6) • Poor overall site condition and appearance (9.9) • Poor conformance with current design standards (9.6) • Poor primary structure condition and appearance (9.4) • 36 years old (7.9)
24 (91.4)	Hoover Rest Area	• 30 to 60 miles from an adj. public facility or urbanized area boundary (18.6) • Fairly high fatigue crash percentages/rates (11.0) • Fair lighting conditions (10.8) • Poor primary structure condition and appearance (9.4) • 36 years old (7.9)
25 (90.6)	Mountain Green Rest Area	• High truck parking demand versus supply (19.0) • High adjacent highway AADT (17.6) • High automobile parking demand versus supply (10.6) • Poor conformance with current design standards (9.6) • Poor primary structure condition and appearance (9.4) • 38 years old (8.3)

Table 2B-7: Facility Based Findings (Cont.)		
Rank (Total Weighted Score)	**Facility**	**Key Issues (Total Weighted Score)**
26 (89.9)	EB Grassy Mountain Rest Area	• High fatigue crash percentages/rates (33.1) • 30 to 60 miles from an adjacent public facility or urbanized area boundary (18.6) • More than 20 miles from an adj. city or town with services (15.9) • Moderate adjacent highway AADT (9.7)
27 (81.2)	Ivie Creek Rest Area	• High fatigue crash percentages/rates (22.1) • More than 20 miles from an adj. city or town with services (15.9) • Poor primary structure condition and appearance (9.4) • Moderate adjacent highway AADT (8.1) • 36 years old (7.9)
28 (77.1)	Jensen Welcome Center	• More than 60 mi. from an adj. public facility or urbanized area boundary (37.2) • Moderate adjacent highway AADT (11.0) • Moderate truck parking demand versus supply (9.7)
29 (76.9)	Shingle Creek Rest Area	• High fatigue crash percentages/rates (22.1) • 30 to 60 miles from an adj. public facility or urbanized area boundary (18.6) • Poor primary structure condition and appearance (9.4) • 36 years old (7.9)
30 (72.8)	Oak Springs Rest Area	• 30 to 60 miles from an adj. public facility or urbanized area boundary (18.6) • Fair lighting conditions (10.8) • Fair overall site condition and appearance (7.4) • Fair primary structure condition and appearance (7.0)
31 (64.2)	Pinion Ridge Rest Area	• More than 60 mi. from an adj. public facility or urbanized area boundary (37.2) • 10 to 20 miles from an adjacent city or town with services (7.6) • Moderate adjacent highway AADT (7.4)
32 (63.5)	WB Salt Flats Rest Area	• High fatigue crash percentages/rates (22.1) • Moderate adjacent highway AADT (9.4) • Poor overall site condition and appearance (9.9) • 36 years old (7.9) • Fair primary structure condition and appearance (7.0)
33 (62.3)	WB Grassy Mountain Rest Area	• 30 to 60 miles from an adjacent public facility or urbanized area boundary (18.6) • More than 20 miles from an adjacent city or town with services (15.9) • Moderate adjacent highway AADT (9.7)
34 (56.5)	Bear Lake Rest Area	• Fair lighting conditions (10.8) • Poor conformance with current design standards (9.6) • Poor primary structure condition and appearance (9.4) • 41 years old (9.0)
35 (54.9)	EB Salt Flats Rest Area	• Moderate fatigue crash percentages/rates (11.0) • Moderate adjacent highway AADT (9.4) • Poor overall site condition and appearance (9.9) • 36 years old (7.9) • Fair primary structure condition and appearance (7.0)

Table 2B-7: Facility Based Findings (Cont.)		
Rank (Total Weighted Score)	**Facility**	**Key Issues (Total Weighted Score)**
36 (50.3)	Kane Springs Rest Area	• 30 to 60 miles from an adj. public facility or urbanized area boundary (18.6) • Moderate fatigue crash percentages/rates (16.6) • More than 20 miles from an adjacent city or town with services (15.9)
37 (47.5)	Echo Welcome Center	• High adjacent highway AADT (17.0) • Fair primary structure condition and appearance (7.0)
38 (33.6)	Pines Rest Area	• 36 years old (7.9) • Moderate truck parking demand versus supply (7.2)

E. Criteria Score Summary

Tables 2B-8 through **2B-10** summarize the criteria scores for each facility by facility type.

Table 2B-8: Weclome Center Criteria Scores					
Category and Criteria	**Brigham**	**Echo**	**Jensen**	**Thompson**	**St. George**
Safety					
Fatigue crash percentages/rates	0	0	1	4	1
Adjacent highway AADT (2005)	18,845	6,993	4,530	3,095	10,920
Lighting	0.00	0.00	0.00	0.00	0.00
Facility Characteristics					
Age	31	14	9	29	32
Conformance with current design standards	0.50	0.50	0.00	0.50	0.50
Truck parking supply	-37	-6	-10	-3	-27
Automobile parking supply	-84	0	-11	-5	-64
Primary structure condition & appearance	3.00	3.00	1.00	3.00	3.00
Overall site condition & appearance	1.00	1.00	1.00	1.00	3.00
Topographic Constraints	0	1	0.5	0.5	1
Utility quality	0.00	0.00	0.00	0.50	0.00
Spacing					
Proximity to adjacent public facilitity or urbanized area boundary	0	0	1	0.5	0
Distance to adjacent cities or towns with services	0	0	0	1	0

Table 2B-9: Rest Area Criteria Scores

Category and Criteria	Perry	Bear Lake	Weber Canyon	Mountain Green	Echo Canyon	Salt Flats EB	Salt Flats WB	Grassy Mountain EB	Grassy Mountain WB	Pinion Ridge	Tucker	Silver City	Hoover	Oak Springs	Ivie Creek	Crescent Jct.	Kane Springs	Kanarraville NB	Kanarraville SB	Lunt Park NB	Lunt Park SB	Shingle Creek	Pines
Safety																							
Fatigue crash percentages/rates	0	0	1	0	0	2	4	6	1	0	0	1	2	1	4	6	3	0	1	3	2	4	0
Adjacent highway AADT (2005)	18,845	750	7,275	7,275	6,993	3,888	3,888	4,002	4,002	3,055	6,565	545	1,410	730	3,350	3,095	1,080	10,093	10,093	8,115	8,115	1,255	2,430
Lighting	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.50	1.00	0.50	0.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Facility Characteristics																							
Age	33	41	38	38	36	36	36	6	6	6	37	9	36	17	36	27	8	7	7	19	19	36	36
Conformance with current design standards	0.5	1	1	1	1	0.5	0.5	0.00	0.00	0.00	1.00	1.00	0.50	0.50	0.50	0.50	0.00	0.00	0.00	0.00	0.00	0.5	0.5
Truck parking supply	-35	0	-20	-20	-20	-4	-2	0	0	-1	-17	0	-4	-2	-1	-3	0	-19	-19	-21	-19	-3	-8
Automobile parking supply	-87	0	-31	-39	-43	-3	-1	-10	-10	-5	-37	0	0	0	-4	-3	0	-59	-59	-47	-41	0	0
Primary structure condition & appearance	3.00	4.00	4.00	4.00	4.00	3.00	3.00	1.00	1.00	1.00	4.00	5.00	4.00	3.00	4.00	3.00	1.00	1.00	1.00	2.00	2.00	4.00	1.00
Overall site condition & appearance	1.00	2.00	1.00	1.00	4.00	4.00	4.00	2.00	2.00	1.00	2.00	5.00	3.00	3.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Topographic Constraints	0	0.5	1	0.5	1	0	0	0	0	0.5	1	0.5	1	0.5	1	1	1	0.5	0.5	0	0	1	0.5
Utility quality	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Spacing																							
Proximity to adjacent public facilitity or urbanized area boundary	0	0	0	0	0	0	0	0.5	0.5	1	0.5	1	0.5	0.5	0	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0
Distance to adjacent cities or towns with services	0	0.5	0.5	0.5	0	0	0	1	1	0.5	0.5	1	0.5	0.5	1	1	0	0.5	0.5	0.5	0.5	0	0

Table 2B-10: View Area Criteria Scores										
Category and Criteria	**Salt Wash EB**	**Salt Wash WB**	**Devils Canyon**	**Eagle Canyon**	**Ghost Rocks EB**	**Ghost Rocks WB**	**Black Dagon**	**San Rafael**	**Spotted Wolf**	**Harley's Dome**
Safety										
Fatigue crash percentages/rates	4	5	7	6	7	5	7	5	7	6
Adjacent highway AADT (2005)	2,600	2,600	2,602	2,602	2,663	2,663	2,660	2,660	2,660	3,068
Lighting	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Facility Characteristics										
Age	31	31	31	31	31	31	31	31	31	9
Conformance with current design standards	0.50	1.00	1.00	1.00	0.50	1.00	1.00	1.00	1.00	0.50
Truck parking supply	0	-2	0	-3	0	0	-4	0	-4	-2
Automobile parking supply	0	-1	-2	-2	0	0	0	0	0	-6
Primary structure condition & appearance	3	5	5	5	3	5	5	5	5	3
Overall site condition & appearance	3	3	3	3	3	3	3	3	3	3
Topographic Constraints	0.50	1.00	1.00	0.50	1.00	1.00	1.00	1.00	1.00	0.50
Utility quality	1	1	1	1	1	1	1	1	1	1
Spacing										
Proximity to adjacent public facilitity or urbanized area boundary	0	0	0	0	0	0	0	0	0	0
Distance to adjacent cities or towns with services	1	1	1	1	1	1	1	1	1	1

Appendix 2C: Facility Patron Survey Summary

INTRODUCTION

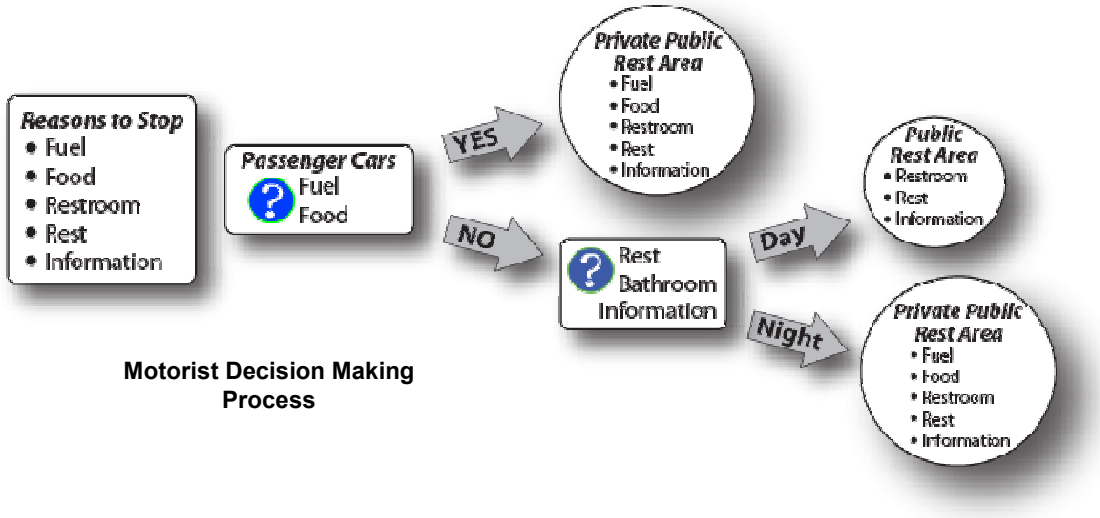
A key in determining the ultimate direction for the rest area program lies in understanding some of the basic reasons why people stop while traveling on the highway system. Focusing primarily on the non-urban segments of the highway system, the two main user groups include:

- Motorists in passenger cars
- Commercial truck drivers

These two groups have different reasons for intermittent stops while traveling. In general, motorists in passenger cars stop for fuel, food, restroom facilities, rest, and/or to obtain information. Commercial truck drivers generally stop for fuel, food, personal care (bathroom, shower, money, internet, etc.), rest/sleep, to comply with federal regulations and/or to pick up/drop off loads.

These two groups also have a variety of facilities at which they can stop: Rest Area, Public/Private Partnership Rest Stop, Private Truck Stop, Welcome Center, or a Port of Entry.

The decision making process for both groups is complex. Our theory related to the decision-making process for a motorist in a passenger car is depicted in the following diagram. When someone traveling in a passenger car stops to purchase fuel or food, the primary option is a gas station-type facility, such as a public/private partnership rest stop. During this stop, the motorist will likely combine their purchase of fuel and/or food with a restroom break, a brief rest from driving, or get traveler of information. Where the primary reason to stop includes only rest, use of a bathroom or to get traveler information, the motorist is likely to stop at a facility where they feel most comfortable.



Motorist Decision Making Process

During daylight hours, a rest area or welcome center may be more inviting. During nighttime hours, the public/private rest stop will likely offer a more familiar and safer environment.

For a commercial truck driver, just in time delivery methods combined with federal regulations result in a more complicated decision process. Schedule, convenience and safety are critical factors. Rest areas provide opportunity for convenient access from the highway (ramp in/ramp out). Their location, however, may not conveniently accommodate a driver's schedule and rest areas only provide the driver a place to rest (short or long term), use the restroom, or the telephone. The private truck stop provides a full range of driver services, including safety and familiarity, at the potential expense of convenience. Public/private partnership rest stops also offer many commercial truck driver services, again at the potential expense of convenience. Port of entry facilities are generally utilized only by the commercial truck driver to comply with state and federal laws.

Purpose

In order to test these theories relative to driver psychology and behavior, two initial user surveys were conducted: one of commercial vehicles and the other of general motorists. Following the completion of these surveys a third supplemental survey of public/private partnership rest stop patrons was conducted. These surveys have been developed using information from other research studies performed around the country, through interviews and outreach efforts, and with feedback from the technical and advisory committees.

The goals of the survey must be aligned with the goals of the overall Highway Rest Facility System Plan if we are to obtain useful, actionable data. Each question has been developed to provide useful information that will help accomplish the goals of the Plan. The main purpose of the user surveys was to obtain data that will help us understand the needs of travelers and rest area users. More specifically, the goal of the surveys was to provide information related to:

1. Key road user decision factors
2. Features and services desired
3. Short and long term rest needs and behavior patterns
4. Perceptions of existing facilities
5. Feedback on rest areas vs. public/private partnership rest stops

Most of the questions in the two surveys are structured to collect ordinal and interval-type quantitative data. This allows items and issues within each topic to be prioritized. A minimal number of open-ended questions are included in each survey but for the most part, qualitative data was not collected. Major topics and issues addressed in the surveys have been identified through outreach meetings, literature research and other efforts.

The information collected from the surveys has been used by the technical and advisory committees to work through developing the Statewide Highway Rest Facility System Plan. The information received from the surveys must be balanced with other issues and constraints to develop a useful, comprehensive plan.

The development of the rest area survey instrument was separated into three tasks:

- Survey Development
- Survey Administration
- Results Analysis

Each of these tasks is discussed in more detail in the following sections.

Survey Development

Many of the general motorist and PPP survey topics and questions were based largely on a rest area study conducted by the Western Transportation Institute on behalf of the Montana Department of Transportation (The Montana Study). Many of the survey questions for the commercial vehicle survey were taken from a study prepared for the Federal Highway Administration titled: *Commercial Vehicle Driver Survey: Assessment of Parking Needs and Preferences*. These studies provided a starting point for the development of the surveys and then the project team modified or deleted many of the questions. Many questions and topics were also added in order that we might obtain data related to the survey goals discussed previously.

One of the challenges in developing surveys such as these is to balance the need to obtain thorough, useful data while not having a survey that is too long or overwhelming to the participants. There were several questions or topics that were not included in the survey not because they were not important or useful but simply because everything could not be included in the surveys. There are also other types of questions that were omitted because they would not provide reliable and useful data given the nature of the participant's environment as well as the time limitations they had. For example, one type of questions that some members of the technical committee suggested the survey ask is how much people would be willing to pay for certain services or amenities at rest areas or public/private partnership rest stops. It is very challenging and difficult to obtain useful and accurate pricing data through a survey like this. Generally, this requires a series of questions designed in such a way as to obtain accurate information. In these cases it was just not possible to include all of these topics and questions in these surveys.

Once a draft version of each survey was developed the consultant obtained feedback from members of the project team and the technical and advisory committees. Revisions were made to the surveys based on this feedback and then a final version of each survey was prepared for administration. Samples of each survey instrument are attached.

Survey Administration

Several different methods for administering the surveys were identified and discussed. Some of these include a media campaign, online survey, mail-in forms, private pollster, telephone surveys, etc. Each method provides both advantages and drawbacks. Several methods were deemed cost-prohibitive given the budget allocated for this task. Insufficient time is available to carryout other of the methods. There are also quality control and reliability concerns for some of these methods.

To maintain quality control and to ensure that the data obtained is useful and reliable, WCEC or UDOT staff administered the surveys in person, on-site at select locations using choice-based sampling methods. In a true choice-based sample, survey respondents would be chosen at random at any given location. For example, every n^{th} person would be approached and asked to take the survey and then the individuals would choose to take the survey or not. Given the time constraints and the relatively low volume of people using rest areas all rest area users were asked to complete the survey.

For safety reasons, at least two persons administered all on-site surveys during daylight hours, with the exception of the public/private partnership rest stop survey. The public/private partnership rest stop survey was also administered in the evening in order to gain a sample of nighttime patrons. Survey personnel located themselves on sidewalks outside the entrance to the main building or near information bulletin boards or kiosks. An information board describing the survey purpose and inviting all to participate was displayed at their location. Survey personnel were not to approach people in their vehicles, too close to restrooms, or in any other way that may be offensive or threatening to either the public or the administrators.

Prior to conducting any surveys, UDOT and WCEC personnel were trained on the survey process, how to approach potential participants, dress standards, etc. As expected, some individuals had questions about the survey or the planning effort. Survey personnel were trained on how to respond to the various types of questions or concerns. For the most part, survey personnel were able to clarify questions on the survey but referred the individual to the appropriate UDOT or WCEC staff member for all other issues or concerns.

Rather than conducting a separate beta test prior to the survey administration minor adjustments were made such as with set-up location, target response rate, survey hours for a particular facility, etc. as needed throughout the administration period.

Surveys were conducted at the following locations:

Table 2C-1: Survey Locations

Facility	Facility Type	Location	Survey to be Administered	Surveys Conducted During the Week of:
Sapp Bros.	Private Truck Stop	I-215, Salt Lake City	Commercial	June 5
Scipio	Public/Private Partnership Rest Stop	I-15, Scipio	General Motorist and Commercial Vehicle	June 5, 19
Fillmore	Public/Private Partnership Rest Stop	I-15, Fillmore		June 5, 19
Echo	Rest Area/Welcome Center	I-80, Echo Canyon		June 12
Brigham/Perry	Rest Area/Welcome Center	I-15/I-84, Brigham City		June 12
Grassy Mtn.	Rest Area	I-80, west of Tooele		June 12
Lunt Park	Rest Area	I-15, south of Beaver		June 19
Ivie Creek	Rest Area	I-70, east of Salina		June 12
Red Canyon	Visitor's Center	SR-12, near Panguitch	General Motorist	June 12

Based on the survey methods described previously there are some natural limitations to the data the surveys provide. First, the survey population includes all those people that currently use rest areas or public/private partnership rest stops. People who do not currently use rest areas or public/private partnership rest stops but may use them in the future if improvements or additional amenities were provided are subsequently excluded from the sample population. Second, as the surveys were mostly administered during the daytime in the interest of the safety of the survey administrators the results of the surveys may not as accurately reflect the needs and opinions of nighttime rest area users. The general public survey in particular was designed to help us understand the needs and preferences of rest area users during the daytime as well as the nighttime. The results of these preference questions can help us understand how needs and preferences change based on time of day so that we can also understand better the needs of all rest area users, not just one group.

After the surveys were administered, the results were entered into an Excel spreadsheet for data analysis and summary. The data was evaluated on a location by location basis as well as the system as a whole.

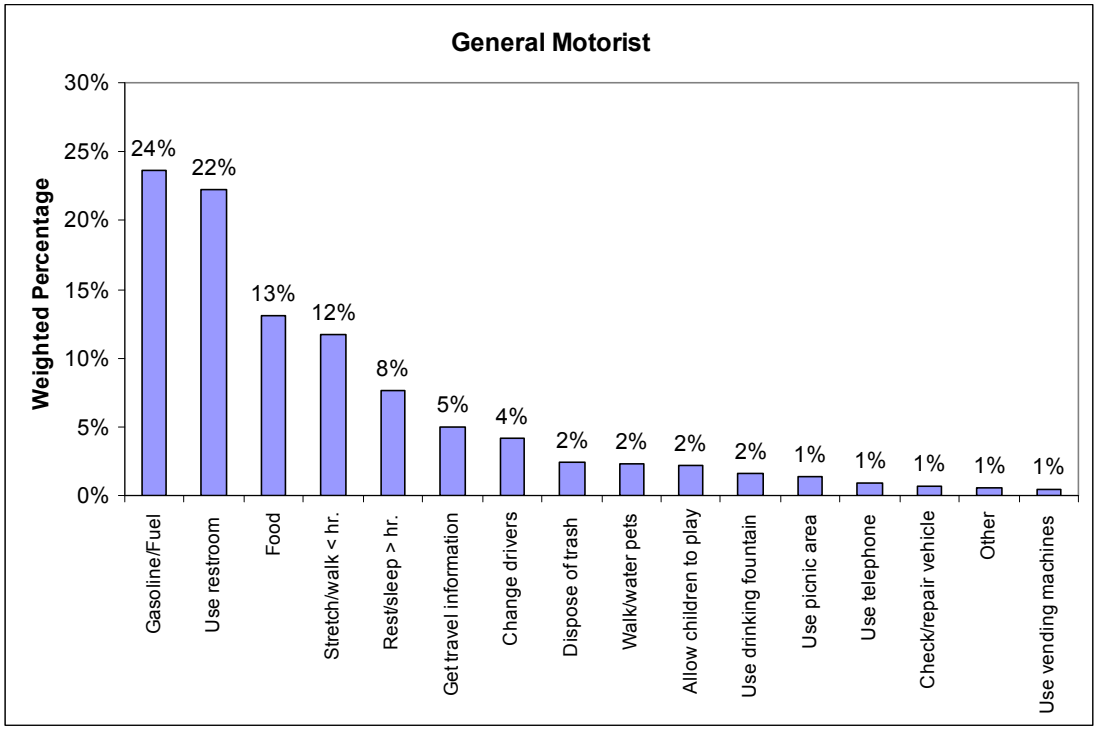
RESULTS ANALYSIS – GENERAL MOTORIST SURVEY

Key Road User Decision Factors

In order to identify the most important factors drivers take into account prior to stopping, the survey asked the following question:

During a typical long-distance trip (over 100 miles), what factors are most important to you in deciding where and when you will stop or take a break from driving? (Please rank the TOP 4 items, with 1 being the most important factor, 2 being the second most, and so on.)

Each item was given a weighted score based on the rankings given to it. For example, each first choice selection was given four points, each second-place selection was given three points and so forth. Most respondents ranked their top four choices 1,2,3 and 4 as instructed in the question. Some respondents, however, only made check marks next to their choices. It is impossible to determine an order for those individual's responses so 2.5 points was given for each item with a check mark. This discrepancy had little impact on the overall scores of each item. The total number of points for each factor was calculated based on this weighted scoring method. The scores shown in the figure below are the percentage of the total points available for each item, NOT the percentage of respondents that indicated that item.



The purpose of this question was to rank the most important factors and also to identify a magnitude associated with each ranking. For example, in the figure above it can be seen that the difference between the first and second place item is much smaller than the difference between the second and third place item. This question was also designed so that the responses are not dependent on whether the response came from a rest area or a public/private partnership rest stop.

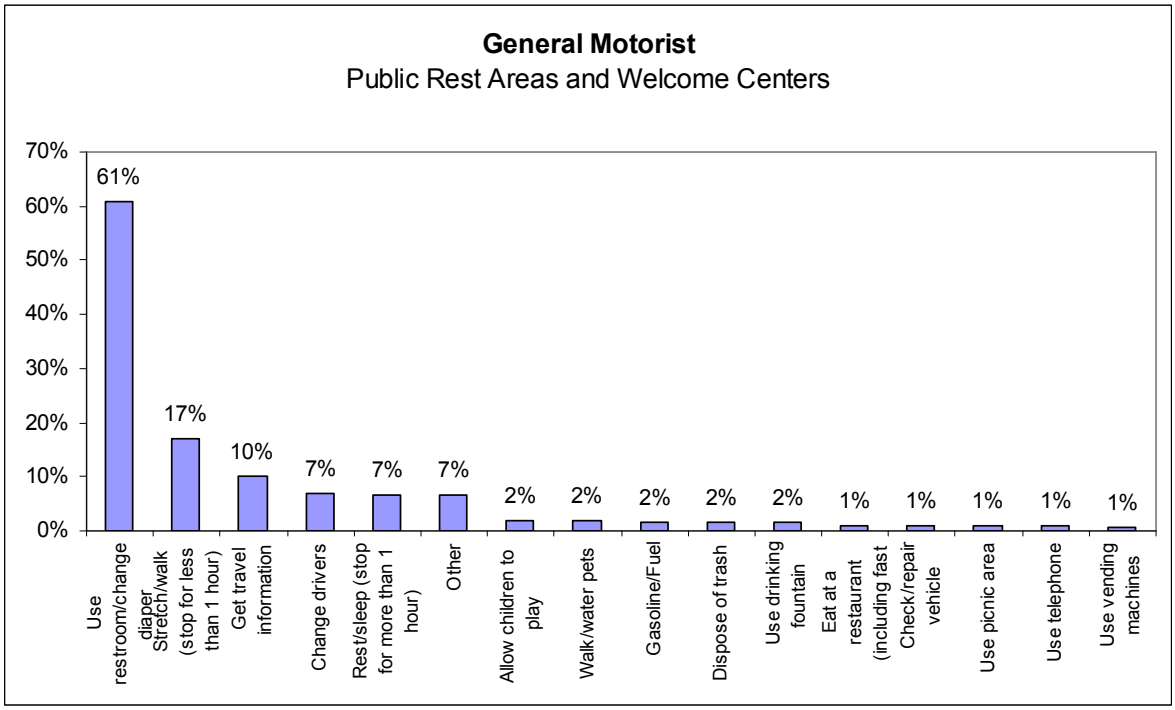
The most important needs of travelers when they are deciding where and when to make a stop are:

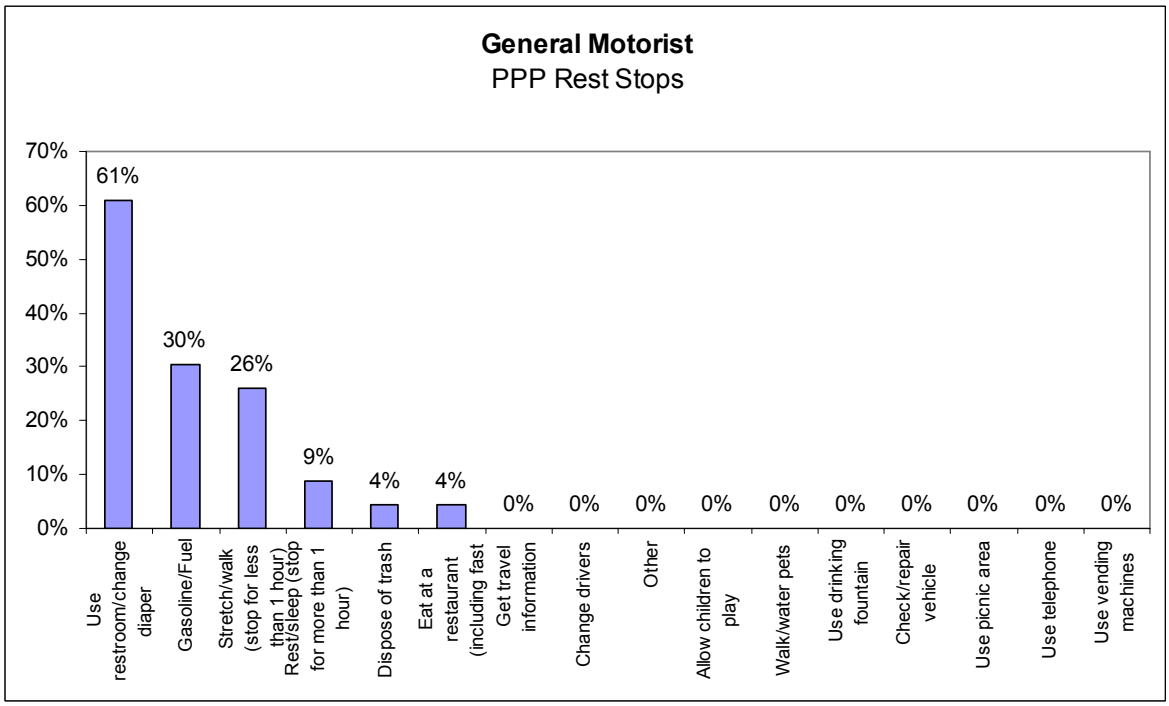
- Gas/Fuel
- Restrooms
- Food
- Stretch or walk around

It should be noted that of these four most important needs of travelers, only two can be fulfilled at a rest area while all can be served with a gas station.

The next question asked the respondents the following:

What is your primary purpose for stopping now?



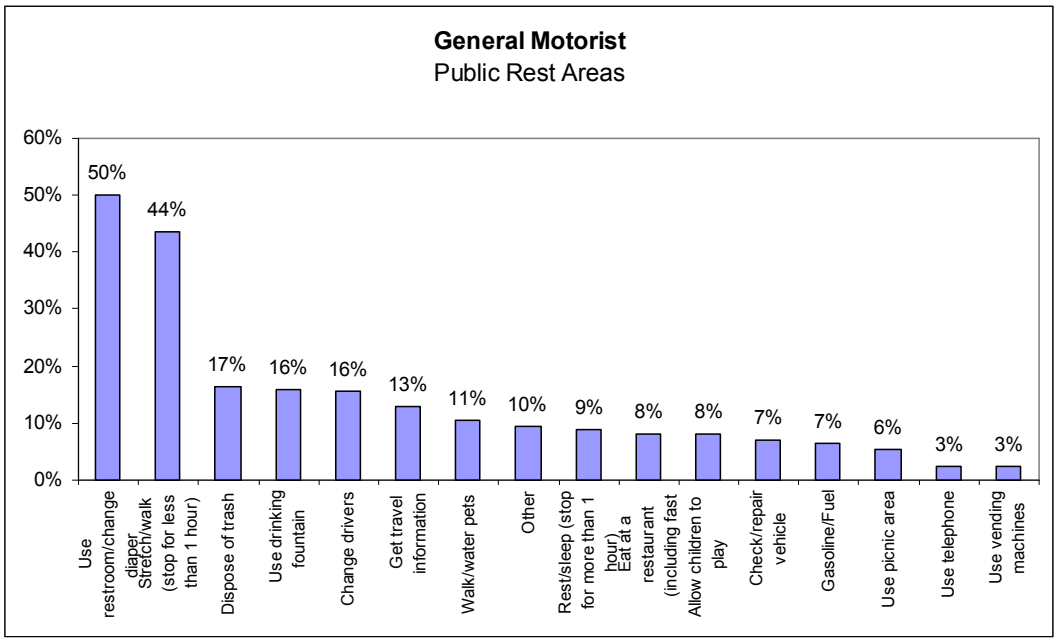


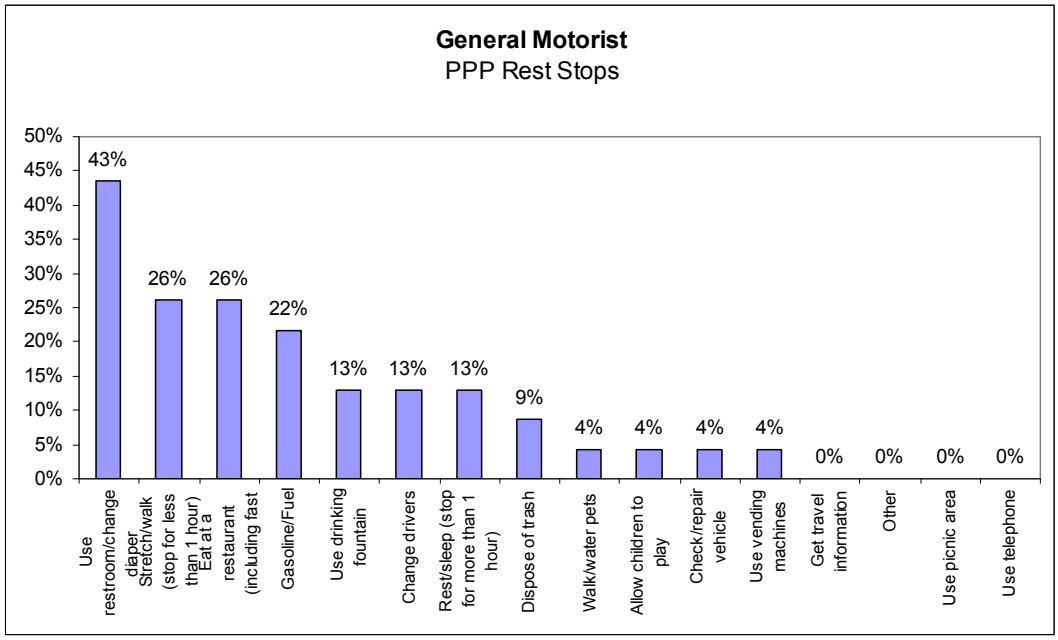
In this case, the score represents the percentage of all respondents that checked that item. While the question instructed participants to check only one item, some people checked multiple items, or no items at all. This is why the percentages may not sum to 100%. The site at which the surveys were conducted must also be taken into account when looking at the results of this question, which is why the results from the rest areas and welcome centers are shown separately from the public/private partnership rest stops.

The last question in this category asked respondents what other activities they have done while they were stopped. For this question, respondents were not limited to a certain number of responses but rather could check all that applied. The scores represent the number and percentage of respondents that checked each item. Again, for this question the type of location at which the respondents were at must be taken into account.

The next question asked the respondents the following:

What other activities have you done while you were stopped here?

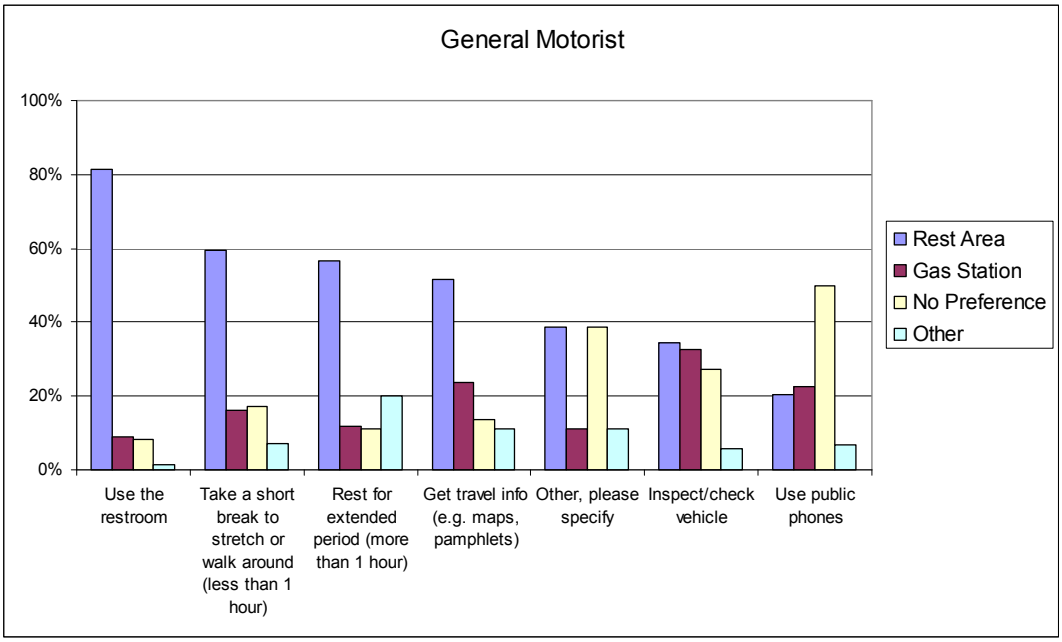




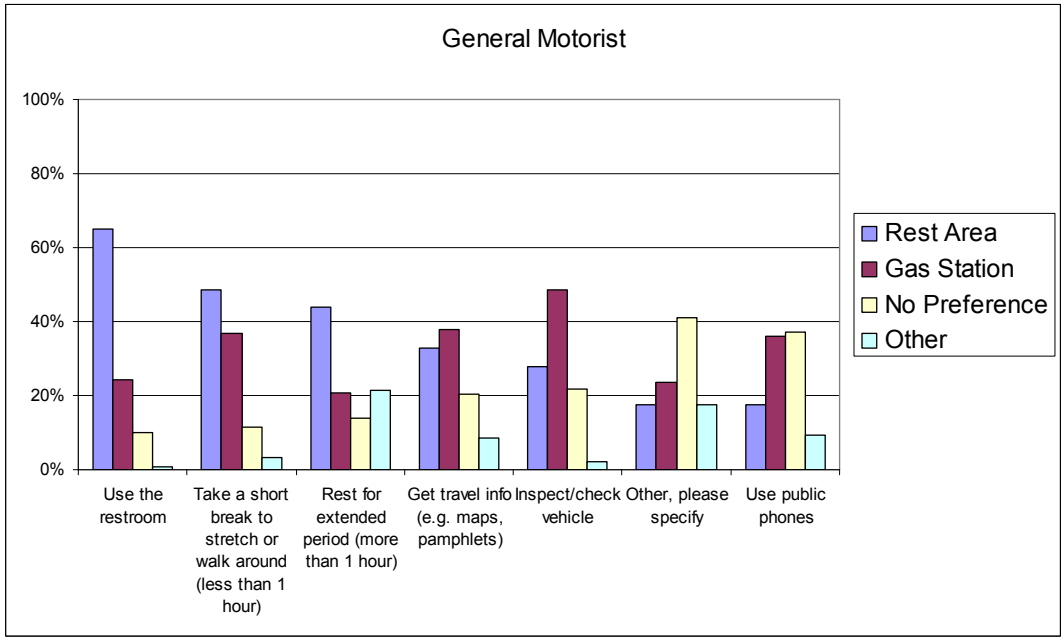
As would be expected, the responses to this question were more spread out among the various options but using the restroom and stopping for a short break still scored much higher than the other options in the responses from the rest areas. Comparing the results of this question with the previous two questions indicates that people will combine the fulfillment of several needs into one stop.

The survey also sought to identify which type of facility people prefer to use for various situations depending on whether it was daytime or nighttime. The results of these questions are categorical-type data, meaning respondents chose one of the various options and no magnitude or scale can be assigned to their answers. The results of these questions are as follows:

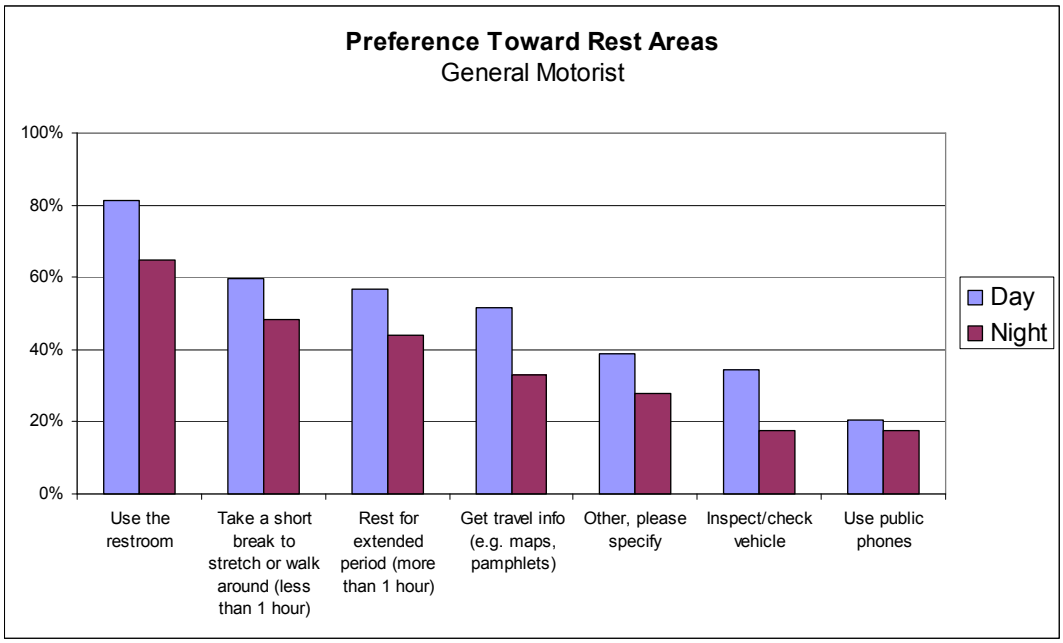
WHEN TRAVELING DURING THE DAY, when you stop for the following reasons, where do you PREFER to stop: at public rest areas, a gas station/fast food restaurant, some other location, or do you have no preference?

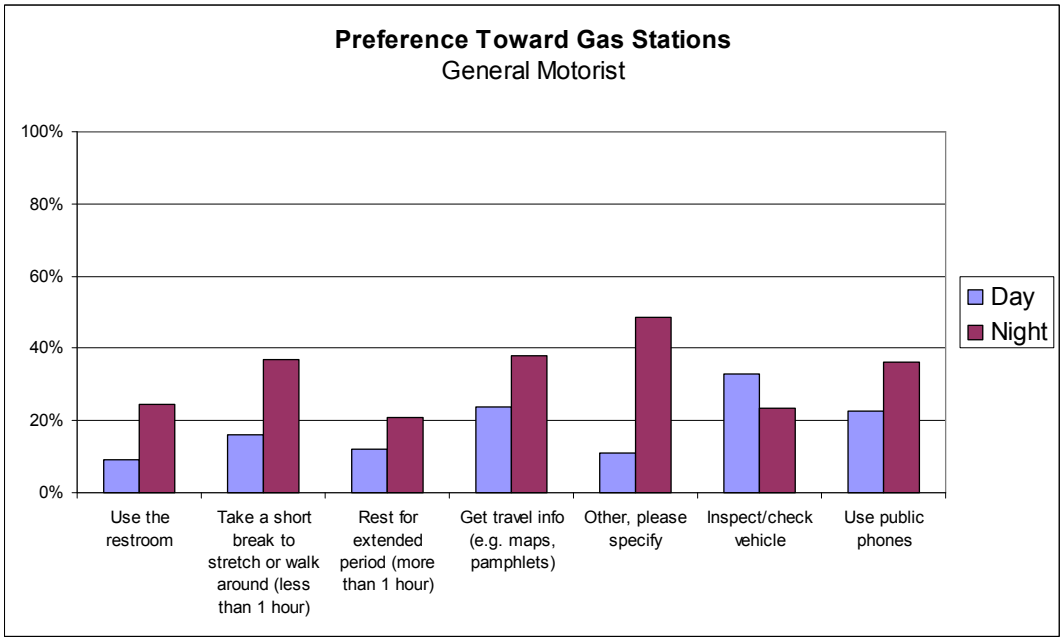


WHEN TRAVELING AT NIGHT, when you stop for the following reasons, where do you PREFER to stop: at public rest areas, a gas station/fast food restaurant, some other location, or do you have no preference?



The results of these questions can also be compared in a different way so as to more directly compare the change in preference between a rest area or a gas station from daytime to night time. As can be seen in the figure below, there are no dramatic changes in preferences but the percentage of people that prefer rest areas decreases and the percentage that prefer to use gas stations increases. For example, in the case of people taking a short break or using the restroom, more people still prefer to use a rest area versus a gas station but the gap is not as much as during the day time.



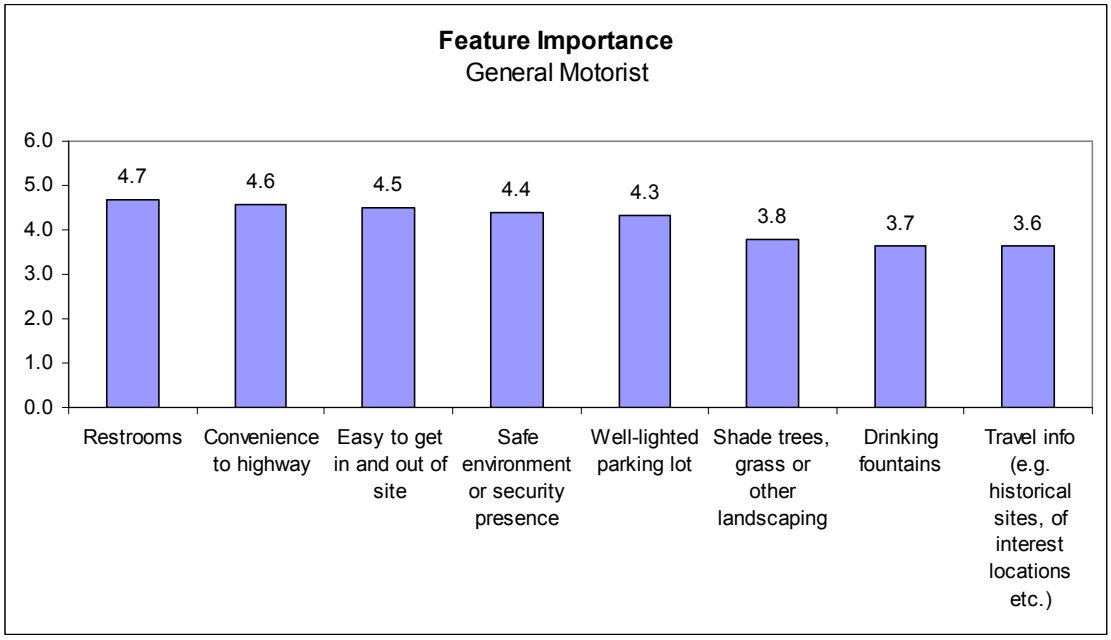


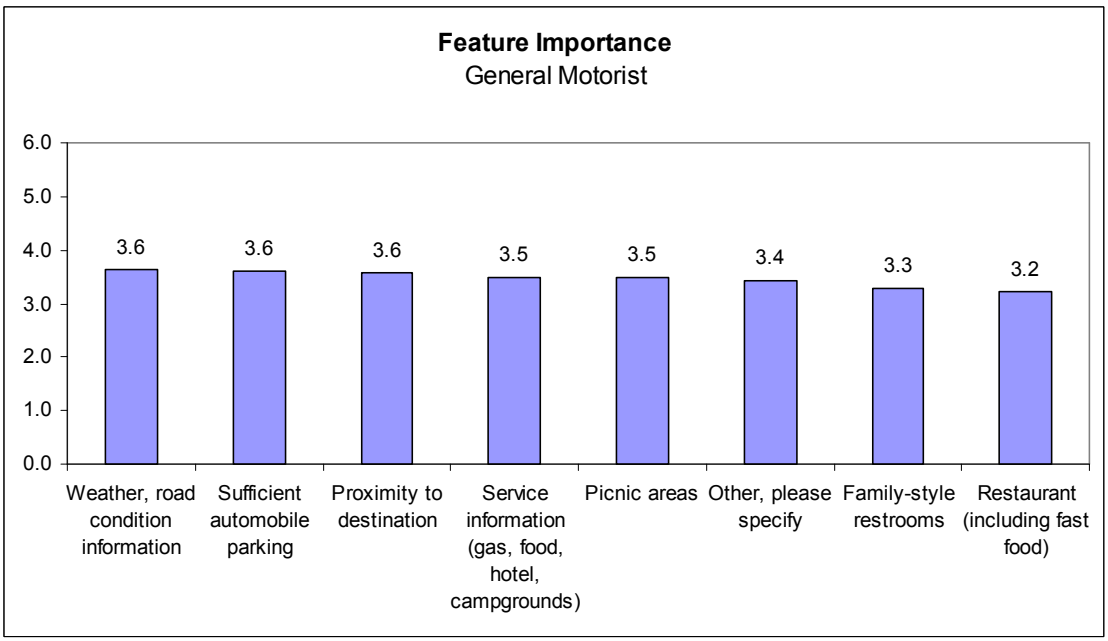
As can be expected, the preference toward using a rest area goes down at night for almost all activities, while the preference toward gas stations or fast food restaurants goes up at night.

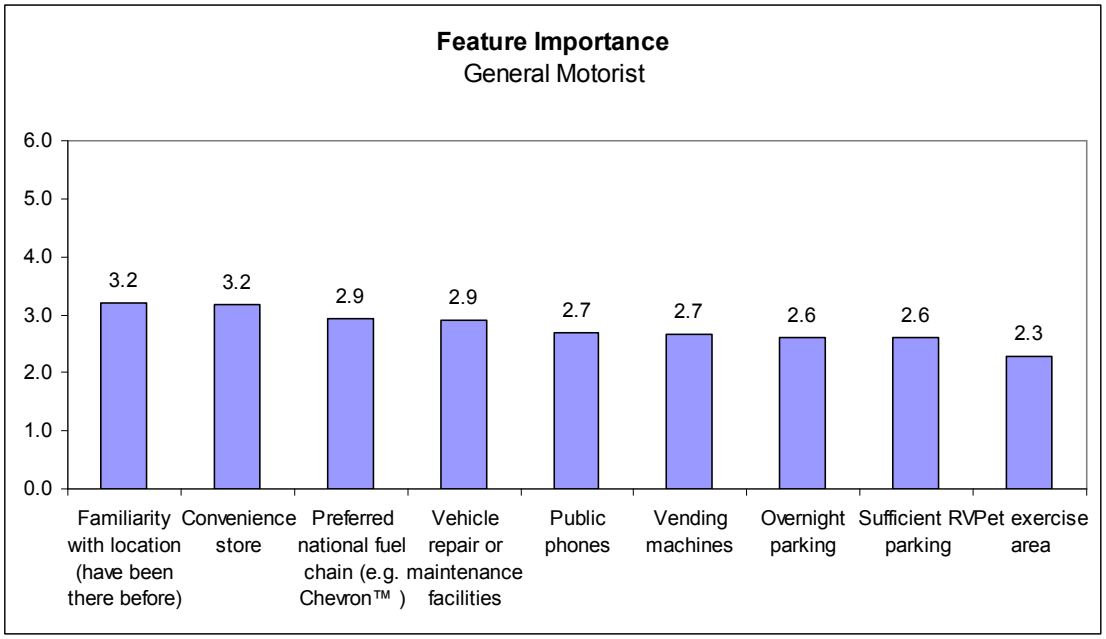
Features and Services Desired

Another goal of this survey effort is to identify which rest area features are most important to users, and also to assign a magnitude to those choices. Respondents were asked the following question:

*When you are deciding where to stop to rest or take a break from driving, how **IMPORTANT** are the following features to you when choosing where to stop? Please rate these on a scale from 1 to 5 ("Almost never important" to "Almost always important to you")*







As seen in the figures above, the most important features to rest area users are:

- Restrooms
- Convenience to highway
- Easy to get in and out of site
- Safe environment or security presence
- Well-lighted parking lot

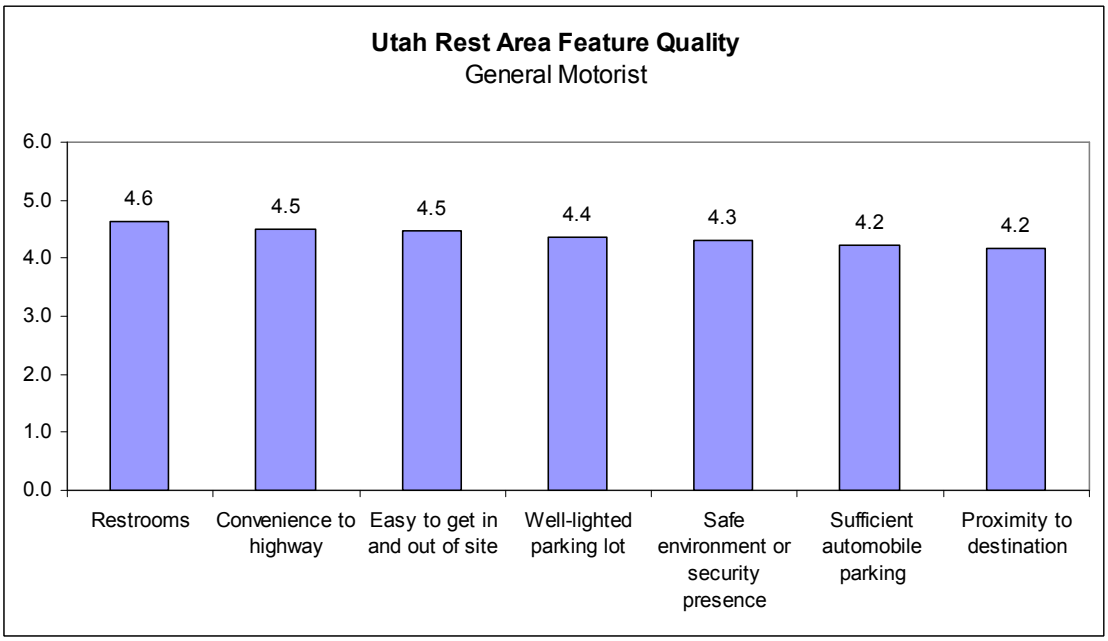
The least important features are:

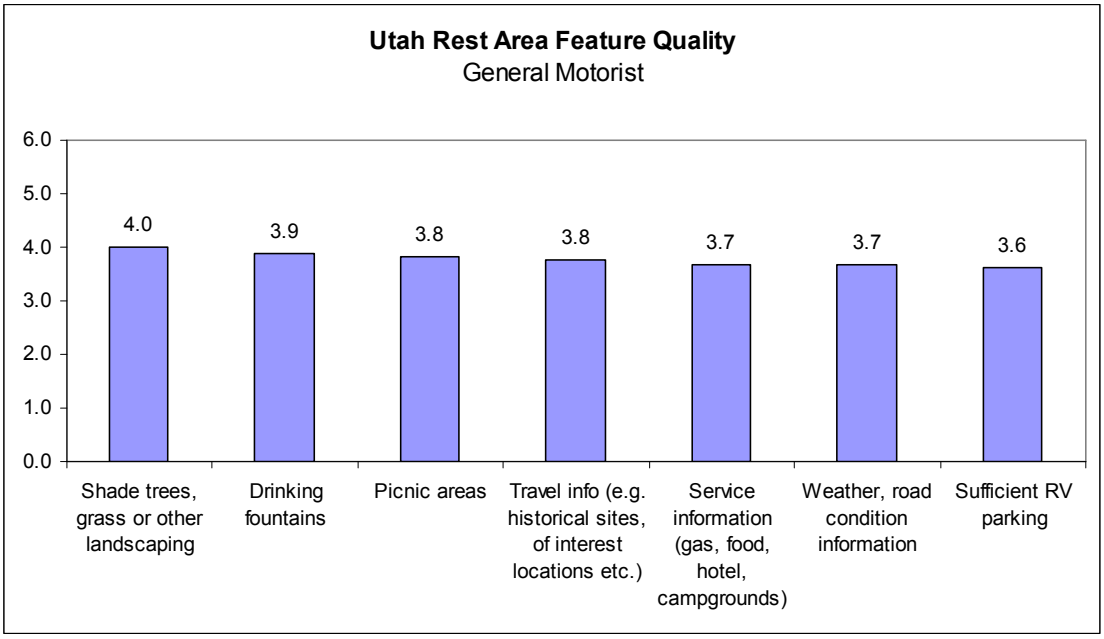
- Pet exercise area
- Sufficient automobile parking
- Sufficient RV parking
- Vending machines
- Public phones

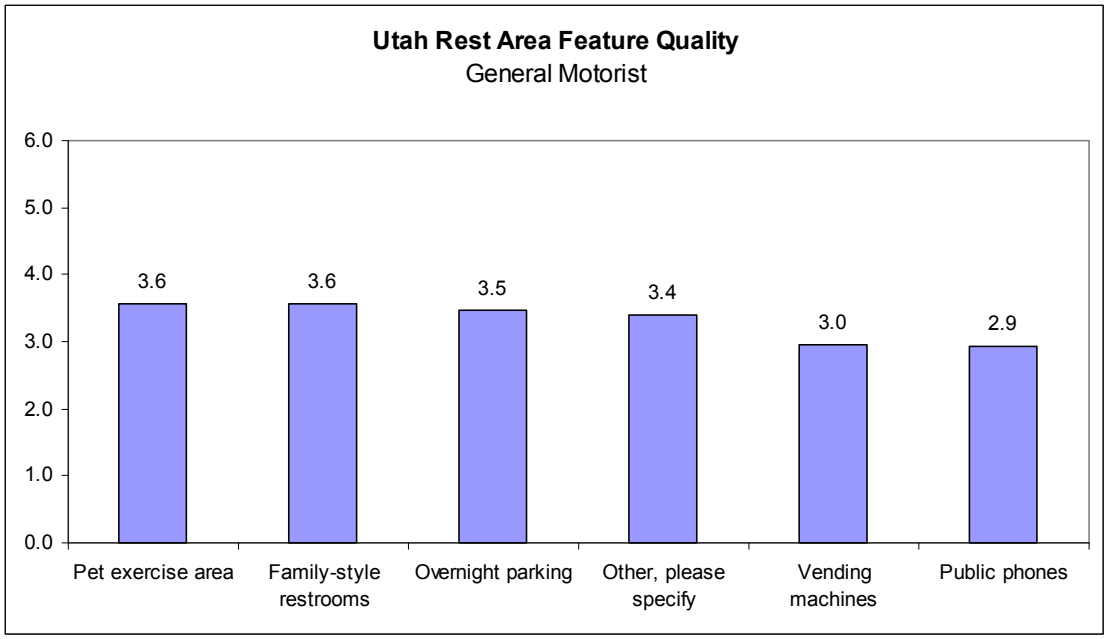
Perception of Existing Facilities

Survey respondents were asked to give their perception of the overall quality of rest areas in Utah for the same features asked in the previous question.

On a scale from 1 to 5 ("Very Poor" to "Very Good"), please rate the overall quality of ***PUBLIC REST AREAS*** *in Utah in the following areas:*


Utah Rest Area Feature Quality
General Motorist
6.0
5.0
4.0
3.0
2.0
1.0
0.0
4.6
4.5
4.5
4.4
4.3
4.2
4.2
Restrooms
Convenience to highway
Easy to get in and out of site
Well-lighted parking lot
Safe environment or security presence
Sufficient automobile parking
Proximity to destination


Utah Rest Area Feature Quality
General Motorist
6.0
5.0
4.0
3.0
2.0
1.0
0.0
4.0
3.9
3.8
3.8
3.7
3.7
3.6
Shade trees, grass or other landscaping
Drinking fountains
Picnic areas
Travel info (e.g. historical sites, of interest locations etc.)
Service information (gas, food, hotel, campgrounds)
Weather, road condition information
Sufficient RV parking

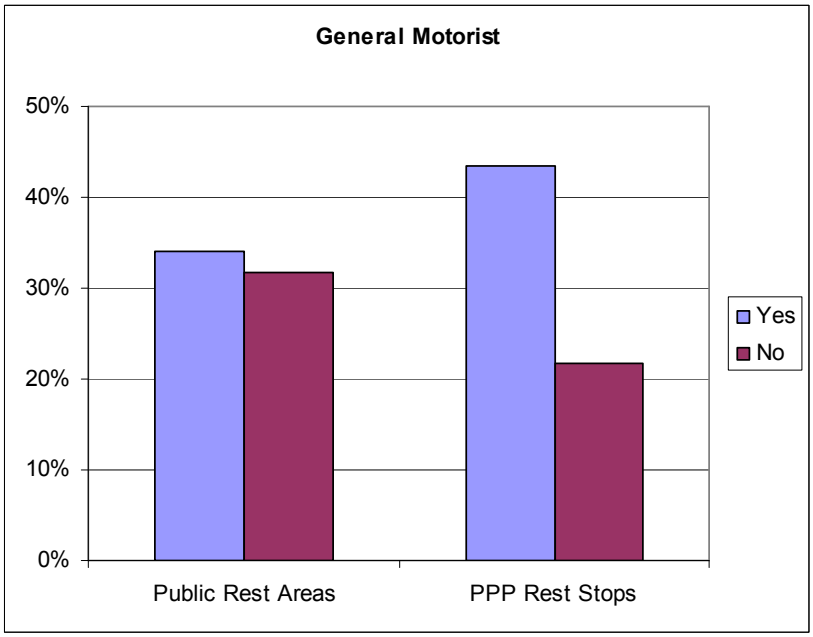


Feedback on Rest Areas vs. Public/Private Partnership Rest Stops

Another goal of the survey is to gain some information about how well the public private partnership program is working.

In recent years, Utah has developed a Public/Private Partnership Rest Stop program where commercial gas stations serve as Rest Stops. These Rest Stops are open 24 hours a day, and provide drinking fountains, picnic tables, and restrooms for the public to use free of charge. Currently there are four Rest Stops located along I-15 at Scipio, Fillmore, near Cove Fort, and Beaver.

Were you aware of these Rest Stops?



As seen in the table above a higher percentage of respondents at the public/private partnership rest stop were aware of this program than of those at the rest areas and welcome centers. In either case, the percentage of people that were aware of the public/private partnership rest stops is low.

For the surveys given at the public/private partnership rest stops, survey respondents were asked the following questions. For each question, the number of respondents that indicated that answer is shown along with the percentage that number is of all surveys received at the public/private partnership rest stops. It should be noted that very few surveys were collected at the public/private partnership rest stops and therefore the sample size is very small.

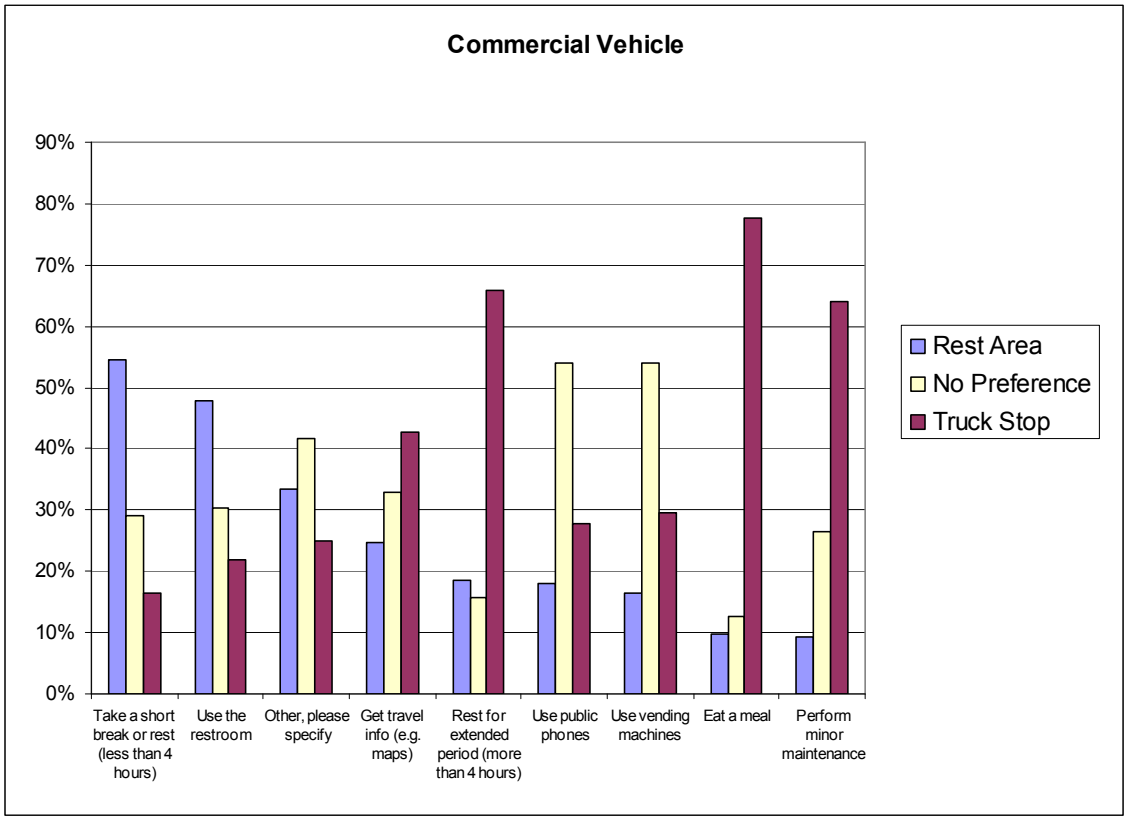
Did you stop here because it was a Rest Stop?		
Yes	*12*	*52%*
No	*4*	*17%*
How did you find out about it?		
Signs along highway	*14*	*61%*
Signs on business establishment	*1*	*4%*
Utah Department of Transportation (map or website)	*1*	*4%*
Other	*0*	*0%*
Did you notice the sign(s) that designated this particular facility as a rest stop?		
Yes	*14*	*61%*
No	*2*	*9%*
Which sign(s) did you notice? Check all that apply		
Along the freeway	*13*	*57%*
On the off-ramp	*5*	*22%*
On the business establishment sign or building	*5*	*22%*
Other	*0*	*0%*
What other facilities have you stopped at? (Check all that apply)		
Scipio	*5*	*22%*
Fillmore	*5*	*22%*
Cove Fort	*3*	*13%*
Beaver	*6*	*26%*

RESULTS ANALYSIS – COMMERCIAL DRIVER SURVEY

Key Road User Decision Factors

The needs of commercial drivers differ from those of the general public and other users of rest areas. Federal regulations regarding hours of operation and required rest periods create specific needs and challenges associated with providing rest facilities for commercial drivers. It is important to identify which facilities commercial drivers use and for what purpose in order to more appropriately meet those needs. To help with this task, the survey asked commercial drivers the following question:

When you stop FOR THE FOLLOWING REASONS, where do you PREFER to park, at rest areas, truck stops or do you have no preference?

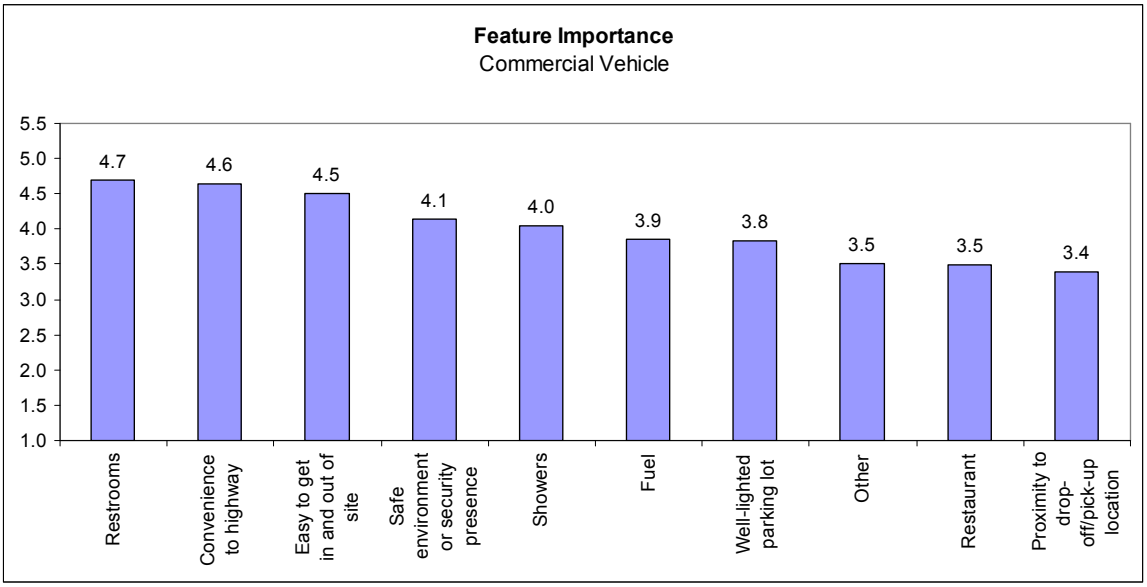


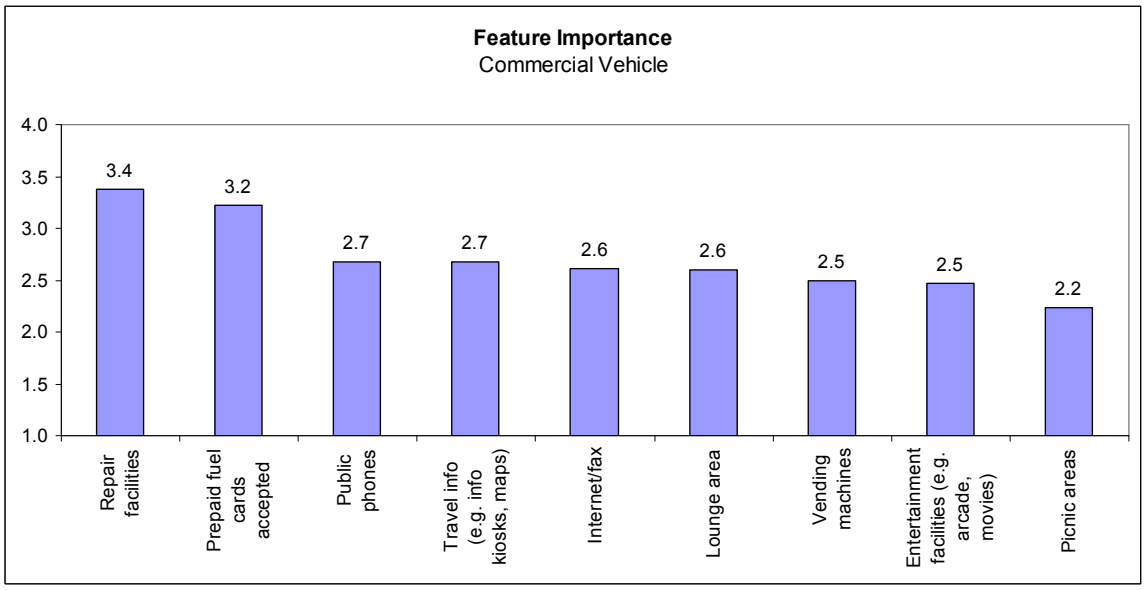
As seen in the figure above, when commercial drivers need to stop to use the restroom or take a short break they generally prefer to stop at rest areas. When they need to stop for an extended period, perform minor maintenance or eat a meal they generally prefer truck stops.

Features and Services Desired

In addition to identifying which type of facility driver's use and for what purpose it is also valuable to determine which features or amenities are most important.

*When you are deciding where to stop to rest or take a break from driving, how **IMPORTANT** are the following features to you when choosing where to stop? Please rate these on a scale from 1 to 5 ("Almost Never Important" to "Almost always important to you")*





The most important features that commercial drivers need when they stop for rest are:

- Restrooms
- Convenience to highway
- Easy to get in and out of site
- Safe environment or security presence
- Showers

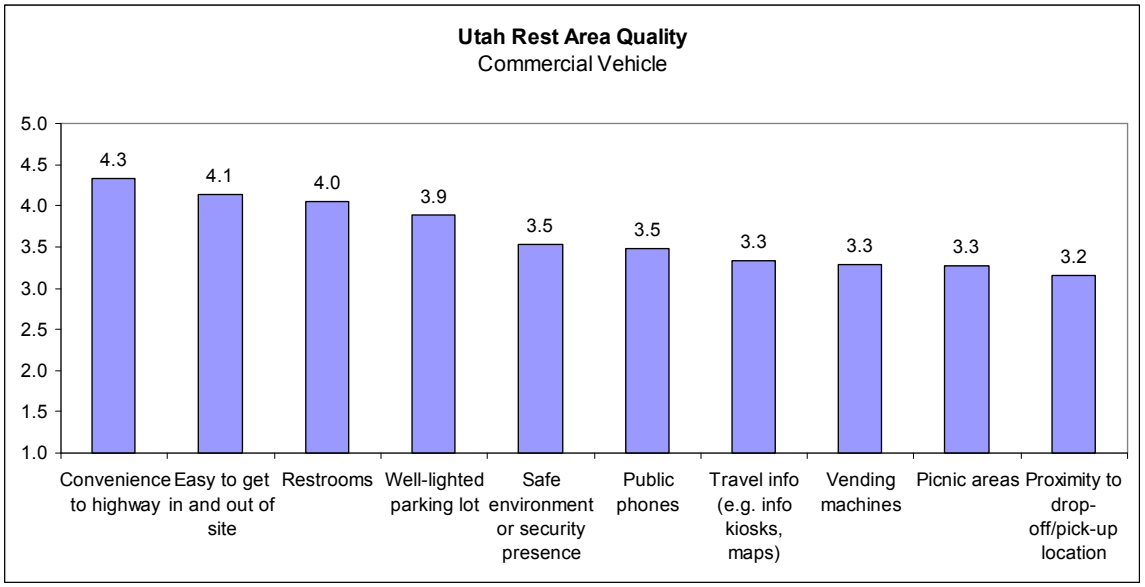
The least important features to commercial drivers are:

- Picnic areas
- Entertainment facilities
- Vending machines
- Lounge area

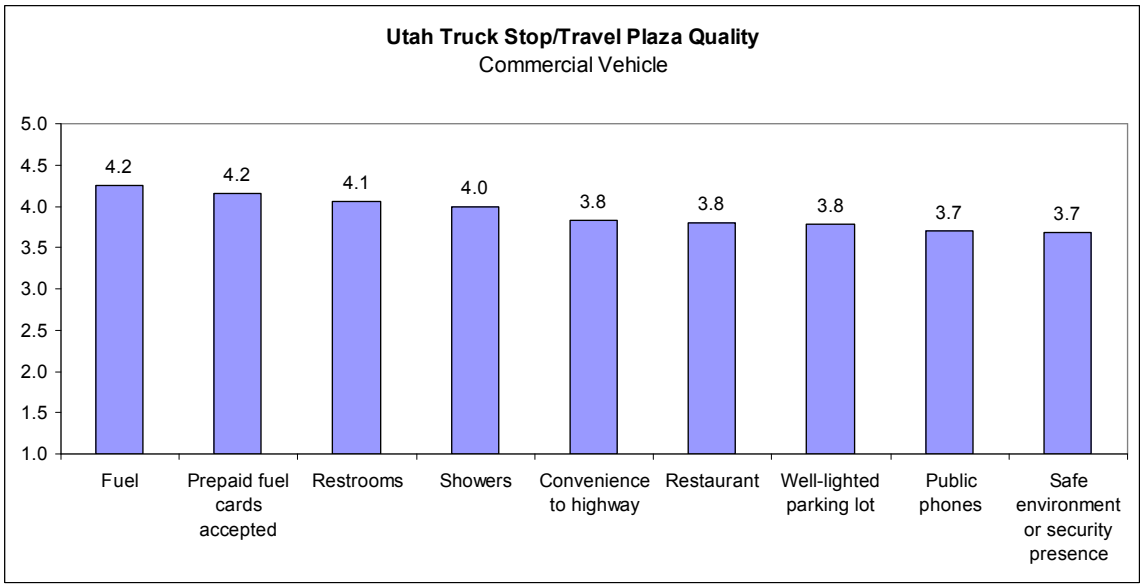
Perception of Existing Facilities

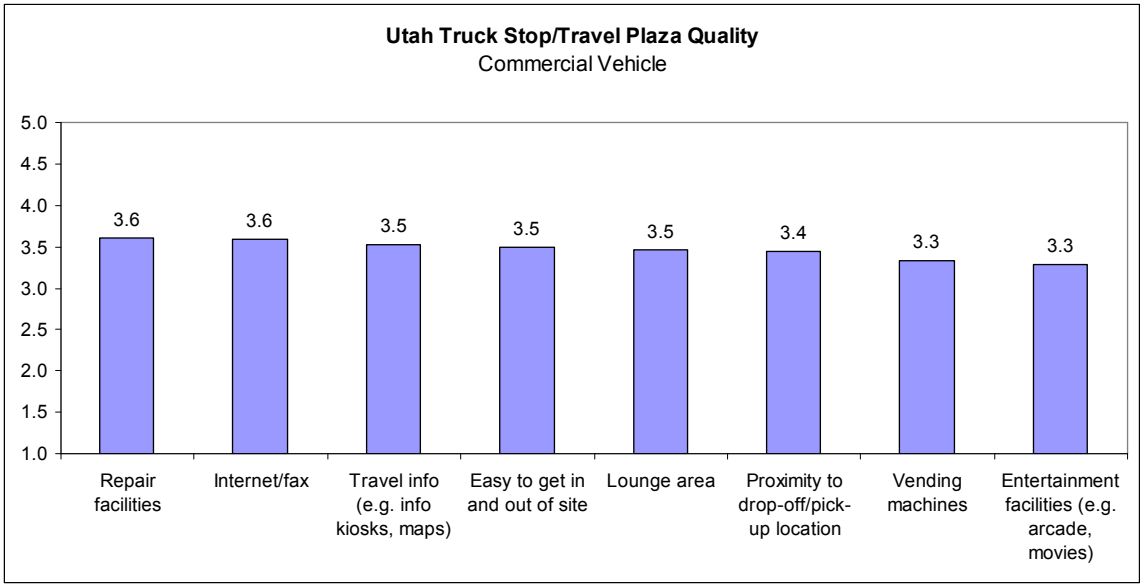
Survey respondents were asked to rate the overall quality of certain features at rest areas and private truck stops in the state of Utah. This information can then be compared to what features are most important to drivers so the most important improvements can be identified.

On a scale from 1 to 5 ("Very Poor" to "Very Good"), please rate the overall quality of PUBLIC REST AREAS in Utah in the following areas:



*On a scale from 1 to 5 ("Very Poor" to "Very Good"), please rate the overall quality of **PRIVATE TRUCK STOPS / TRAVEL PLAZAS** in Utah in the following areas:*





Prior to the open-ended questions respondents were asked to give their opinion as to the overall quality of rest areas and truck stops in the state of Utah. These questions and the results are as follows:

On a scale of 1 to 5 (1 meaning very poorly, 5 meaning very well) How well do PUBLIC REST AREAS located in the state of Utah meet the overall needs of commercial truck drivers?

- Mean 3.3
- Median 3
- Mode 3

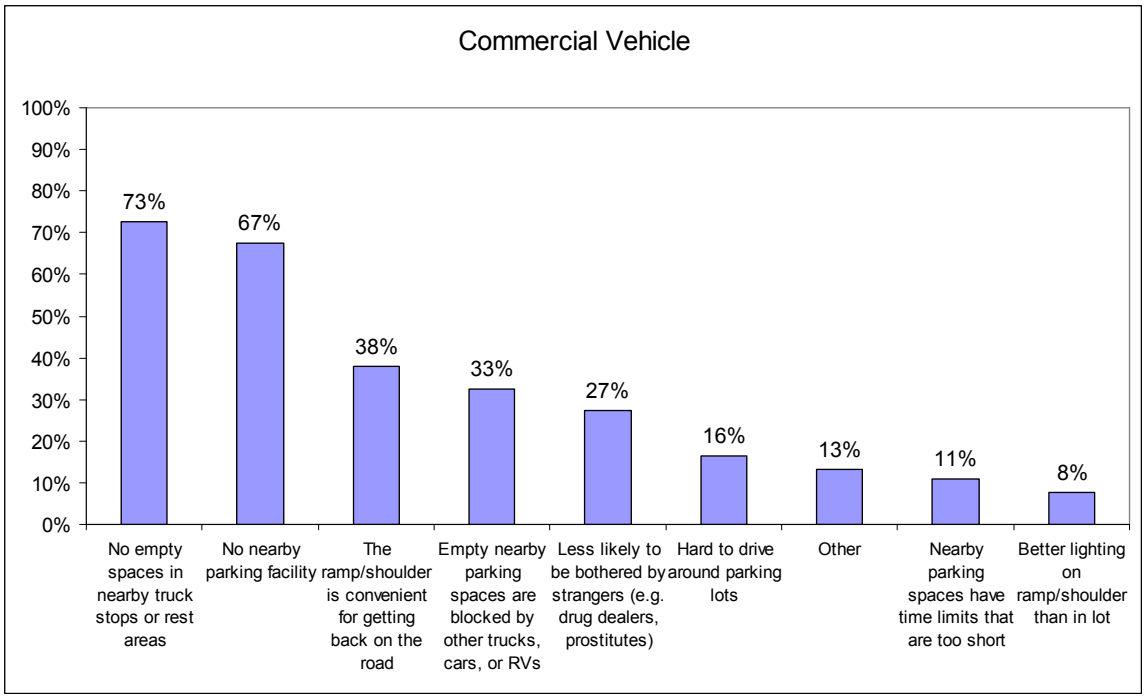
On a scale of 1 to 5 (1 meaning very poorly, 5 meaning very well) How well do PRIVATE TRUCK STOPS / TRAVEL PLAZAS located in the state of Utah meet the overall needs of commercial truck drivers?

- Mean 3.5
- Median 4
- Mode 4

Other Issues

One of the issues that has risen in Utah and throughout the country in recent years is the increase in the number of trucks parked on interchange ramps and shoulders. There are several problems associated with this practice, such as safety, law enforcement, littering, environment costs, etc. In order to address the problem directly rather than treating the symptoms the survey asked commercial truck drivers their opinion as to the root cause of this practice in the following question:

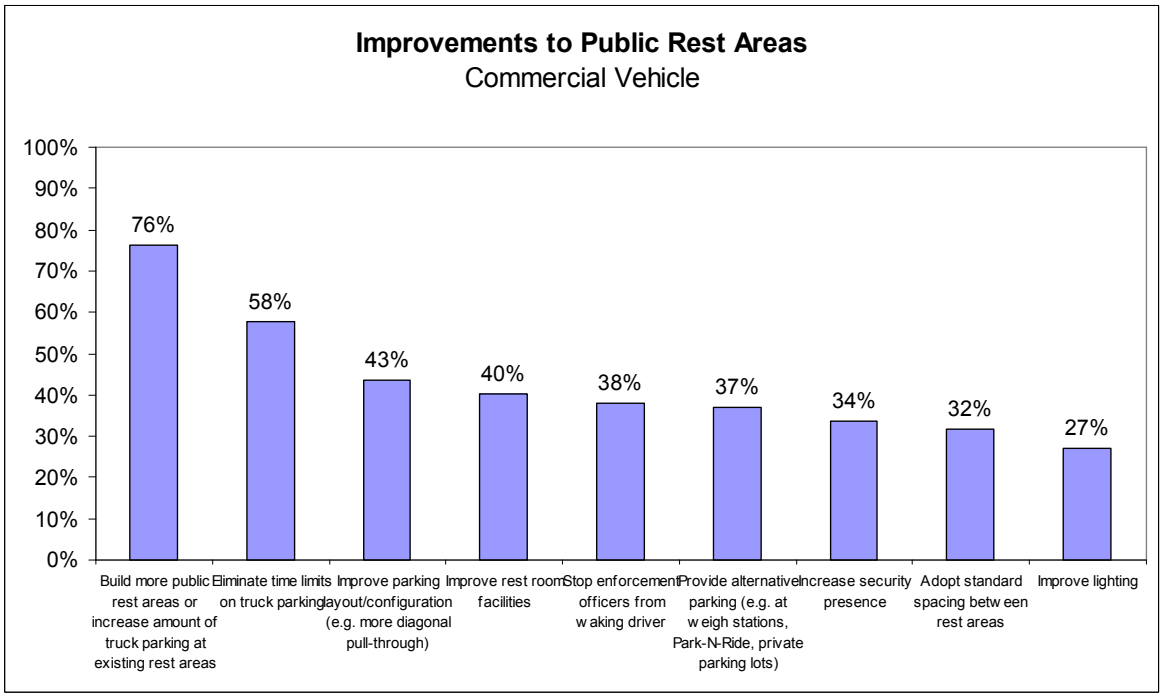
Trucks are sometimes parked on ramps or shoulders along the road. Why do you think ramps and shoulders are sometimes used for truck parking? Please mark the three most common reasons.

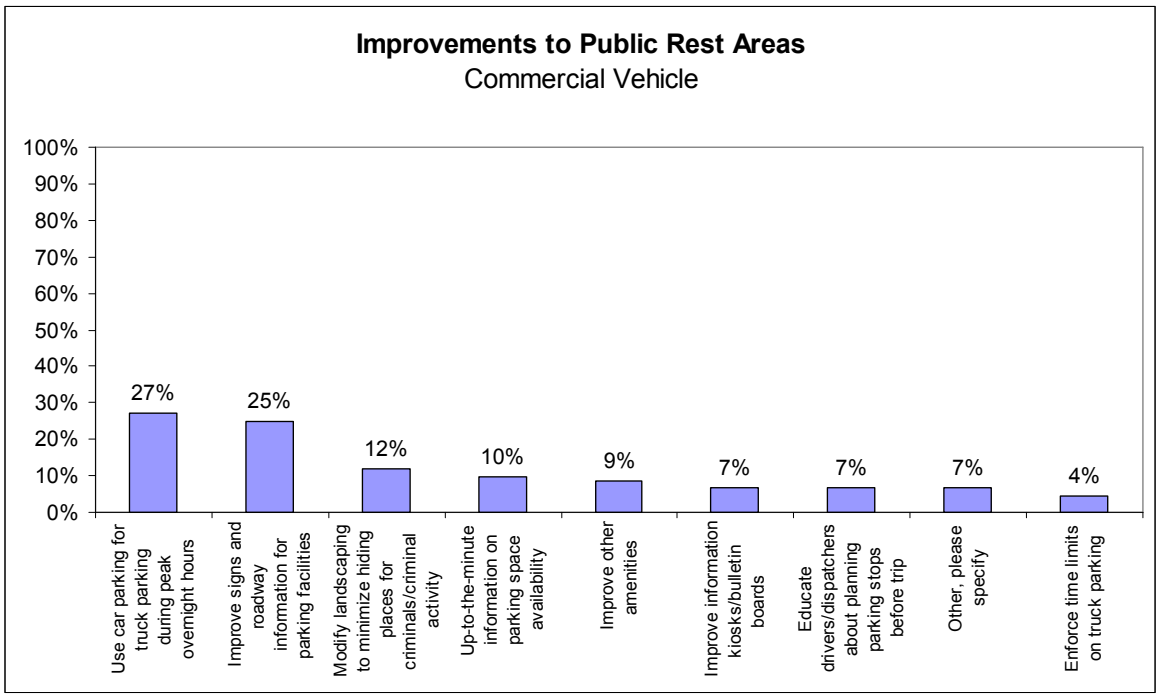


Possible Improvements

Respondents were given a list of potential improvements that might be made at existing rest areas and were asked to select the five most important improvements in their opinion. The survey question and the results are shown below.

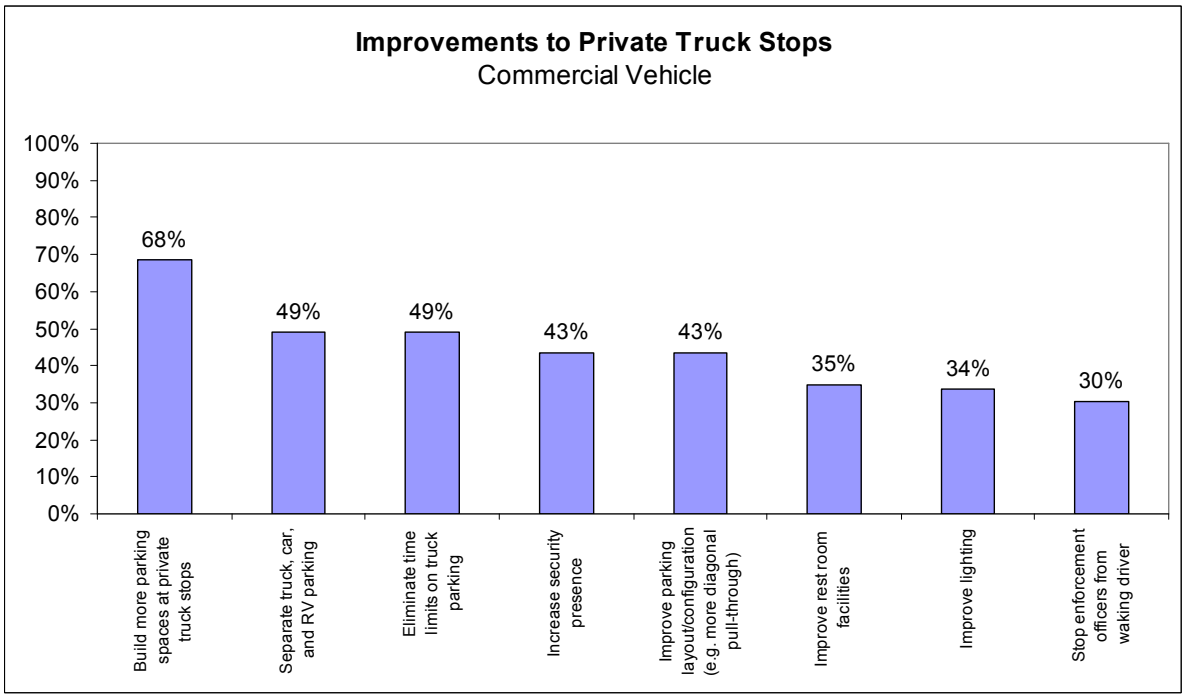
Below is a list of possible truck parking improvements at PUBLIC REST AREAS. PLEASE MARK THE 5 IMPROVEMENTS THAT YOU THINK WOULD HELP THE MOST.

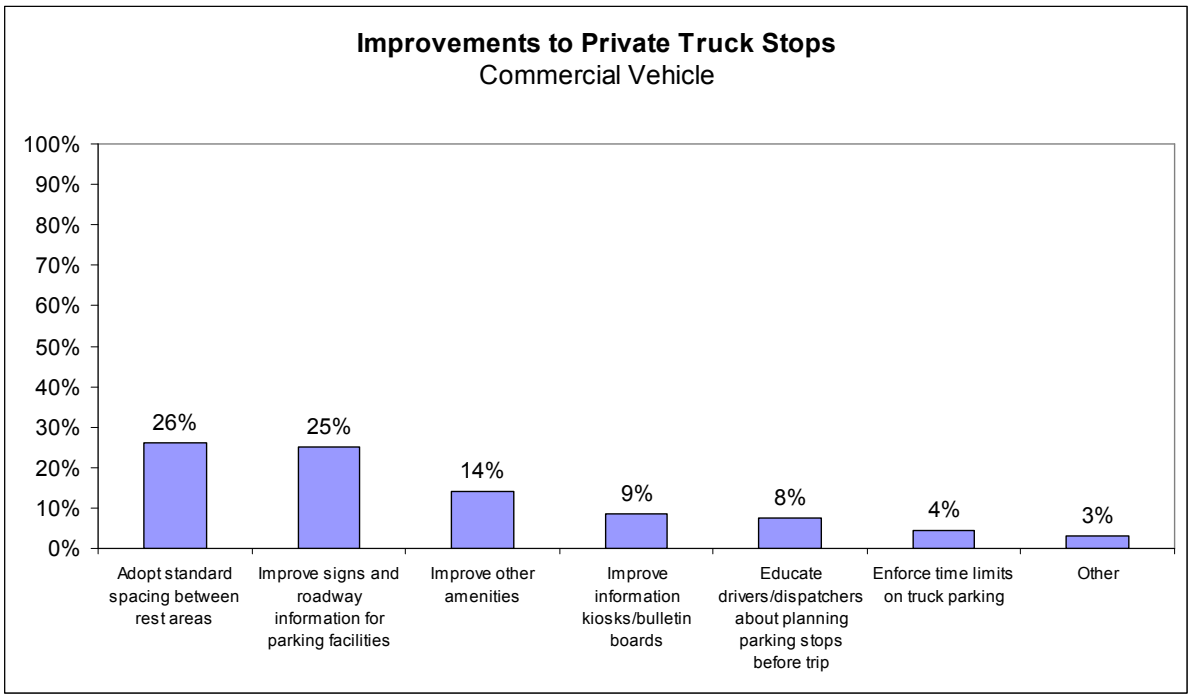




The list was very general and basic and each individual improvement may or may not be feasible. The purpose of this question is to help identify the most important needs as perceived by commercial truck drivers. Questions such as these provide one piece of information to be used to determine what improvements will be explored, and ultimately recommended for rest areas in Utah.

Below is a list of possible truck parking improvements at PRIVATE TRUCK STOPS / TRAVEL PLAZAS. PLEASE MARK THE 5 IMPROVEMENTS THAT YOU THINK WOULD HELP THE MOST.





Although this question asks about private business entities, the information is useful. This data is helpful in developing and improving design criteria for any public/private partnership rest stop. The order and percentages of the improvement rankings are quite similar to the results of the previous question regarding rest areas, which helps to identify some general needs, whether these needs are met by rest areas or private truck stops.

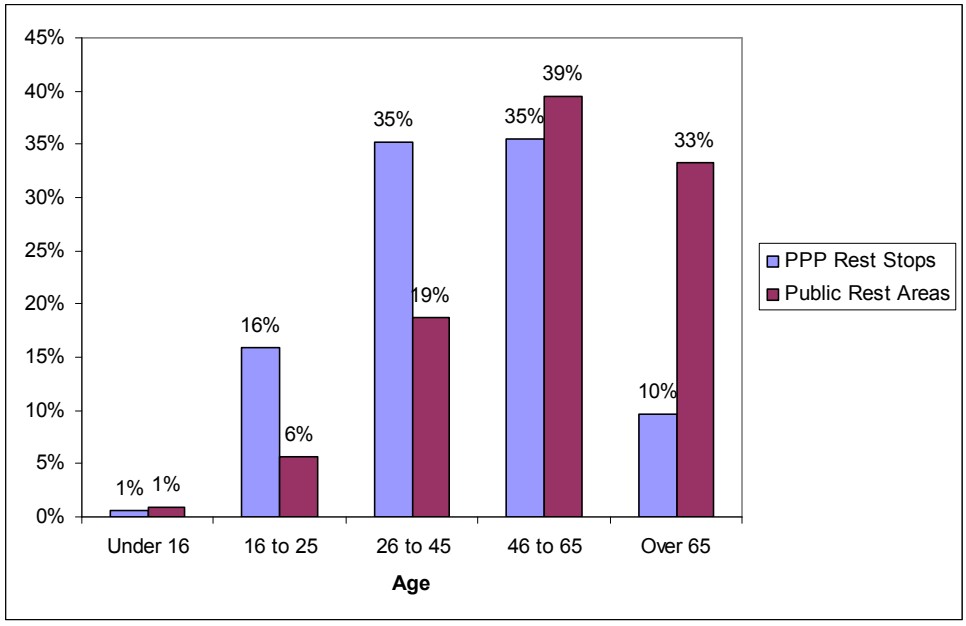
RESULTS ANALYSIS – SUPPLEMENTAL PUBLIC/PRIVATE PARTNERSHIP REST STOP SURVEY

The response rate at the public/private partnership rest stop facilities was very low for the general motorist and commercial vehicle surveys and it was determined that an additional round of surveys should be conducted at each of the public/private partnership rest stops in order to obtain a larger sample size. The general motorist survey was revised in order to focus more specifically on the features associated with the public/private partnership rest stops as well as shortened in order to get a better response rate. A total of 333 surveys were collected at the following locations:

Table 2C-2: Supplemental Public/Private Partnership Rest Stop Survey Locations		
Facility	**Location**	**Surveys Conducted During the Week of:**
Springville	I-15, Springville	August 7, 2006
Scipio	I-15, Scipio	August 7, 2006
Fillmore	I-15, Fillmore	August 7, 2006
Cove Fort	I-15, near Cove Fort	August 7, 2006
Beaver	I-15, Beaver	August 7, 2006

As these surveys were collected at public/private partnership rest stops it should be noted that there will likely be some inherent preference toward public/private partnership rest stops over typical rest areas among the survey respondents, just as would be the case for the surveys conducted at rest areas.

It is interesting to compare the age distribution of the respondents of the public/private partnership rest stops to those at the rest areas.

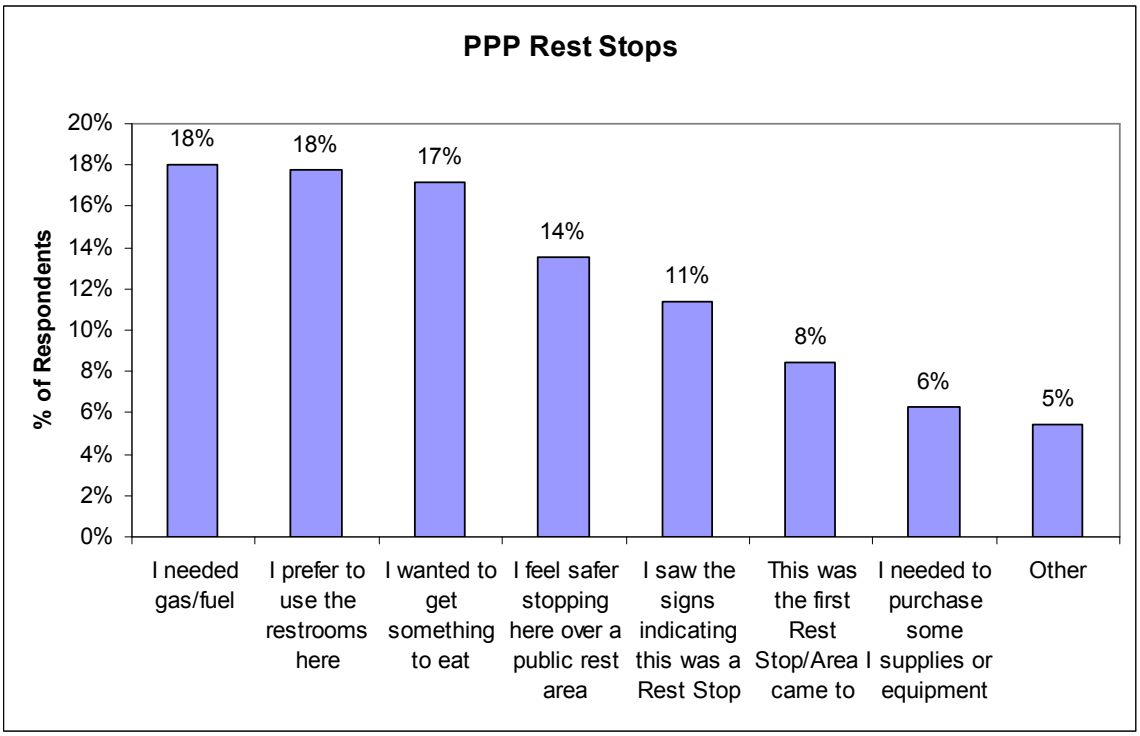


As seen in the chart above, the age distribution for both surveys seems to be more or less normally distributed as would be expected. If the age range for the respondents from the rest areas included ranges above 65 years old, we would expect to see the more gradual slope of the right tail of this distribution. The interesting difference is that the average age of users at the rest areas is higher than that of the users of the public/private partnership rest stops. There may be several reasons for this difference but perhaps one is that there are some generational differences in how people use rest areas and public/private partnership rest stops. One theory is that older people do not feel comfortable using the restrooms at a gas station without purchasing something while younger people do not feel so obligated.

Key Road User Decision Factors

In order to identify why drivers stopped at that particular public/private partnership rest stop, the survey asked the following question:

Why did you stop here instead of a typical public rest area?



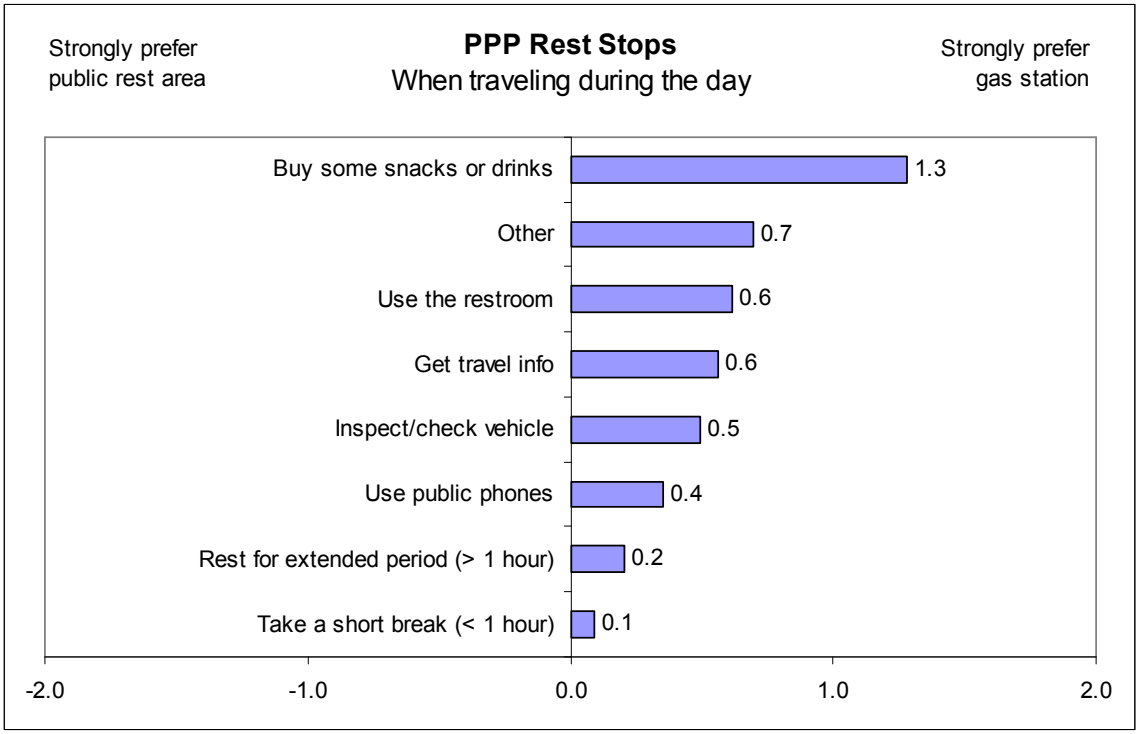
The most common reasons respondents chose to stop at a public/private partnership rest stop instead of a typical rest area are:
:

- Gas/Fuel
- Prefer to use the restrooms at that location
- To get some food
- Feel safer stopping here

It should be noted that these reasons are in line with the most important decision-making factors as found in the General Motorist survey.

The public/private partnership rest stop survey also sought to identify which type of facility people prefer to use for various situations depending on whether it was daytime or nighttime. This question was asked in a different way than it was in the General Motorist survey. In this case, respondents were asked to indicate their preference on a five-point scale. The purpose was not only to identify the preferred type of facility, but also to associate a magnitude with that preference. The results of these questions are as follows:

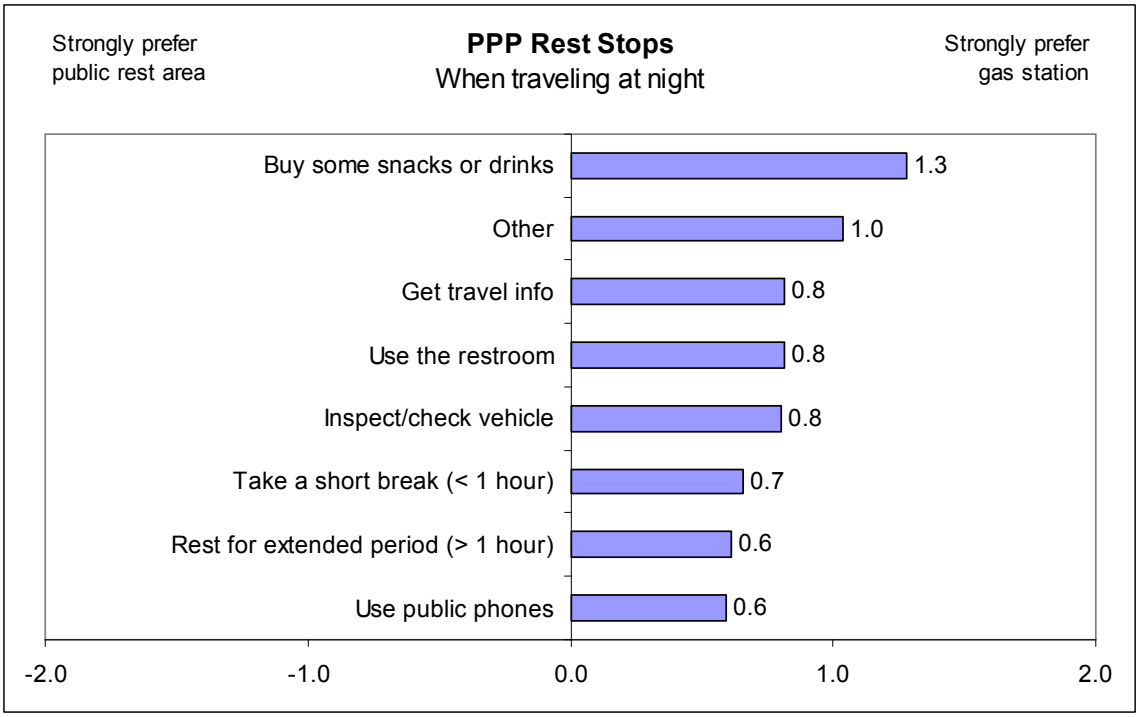
WHEN TRAVELING DURING THE DAY, when you stop for the following reasons, where do you PREFER to stop: at public rest areas, a gas station/fast food restaurant, some other location, or do you have no preference?



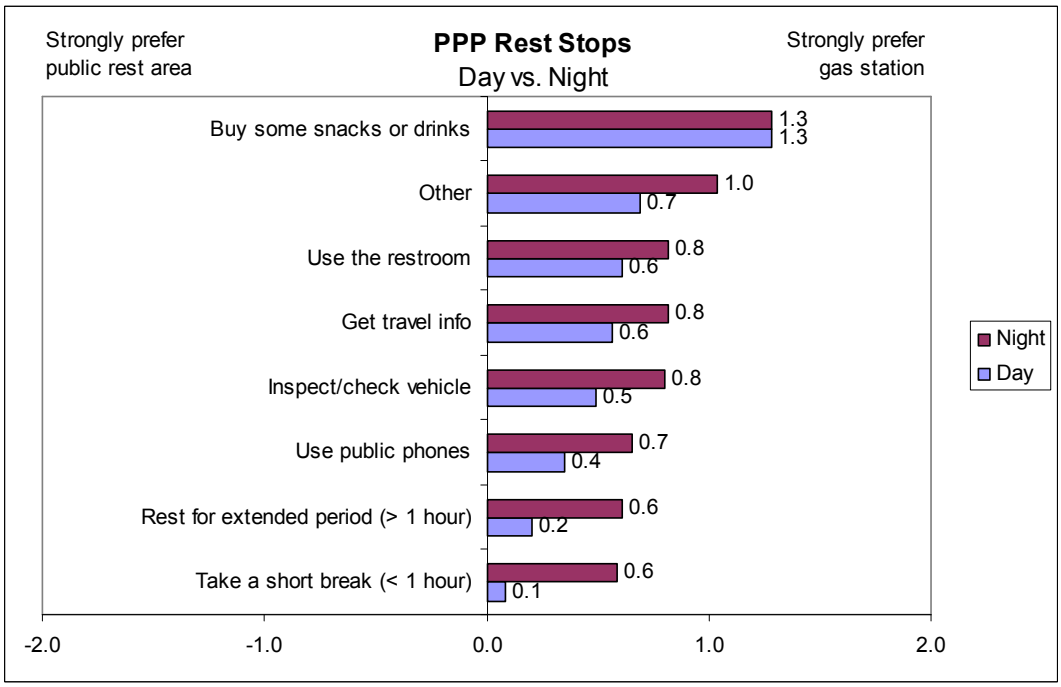
The vertical axis represents a neutral preference, while anything to the right represents a preference toward a gas station to some degree or another and a score on the left of the vertical axis represents a preference toward a rest area. It should be noted that while some individuals did express a preference toward rest areas for certain tasks, this chart represents the average of all respondents. It should also be noted that on average, respondents showed a preference toward a gas station-type facility to some degree or another for all tasks given in this list. Again, this sample is of current public/private partnership rest stop patrons, which may be a cause for an inherent bias in their preference.

The same question was asked of respondents in order to identify their preferences at night.

WHEN TRAVELING AT NIGHT, when you stop for the following reasons, where do you PREFER to stop: at public rest areas, a gas station/fast food restaurant, some other location, or do you have no preference?



The results of these questions can also be compared in a different way so as to more directly compare the change in preference between a rest area or a gas station from daytime to night time. As can be seen in the figure below, there are no dramatic changes in preferences but the percentage of people that prefer rest areas decreases and the percentage that prefer to use gas stations increases, as was the case with the General Motorist survey.

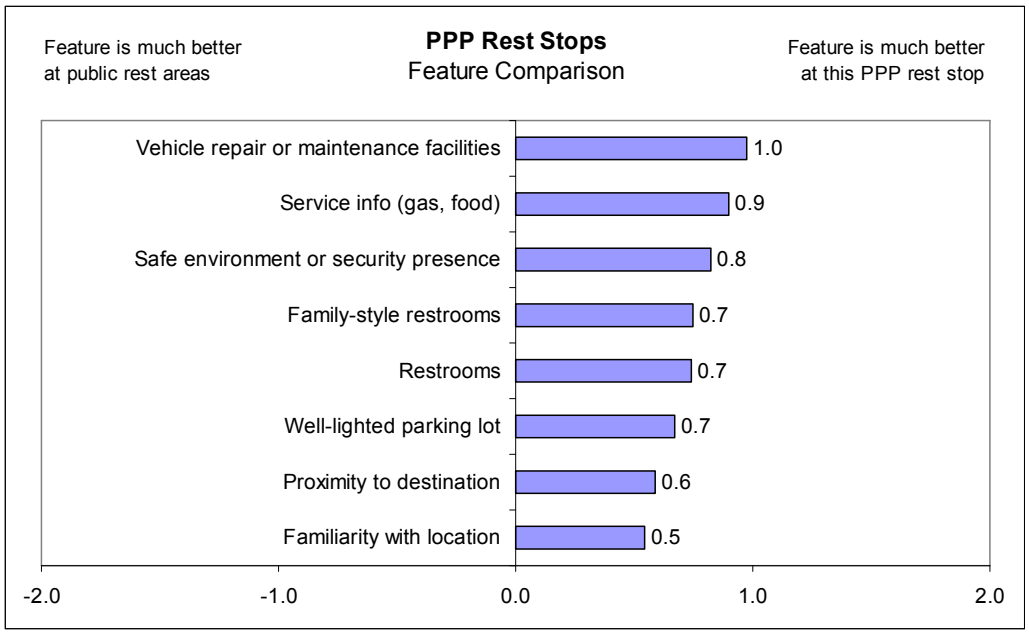


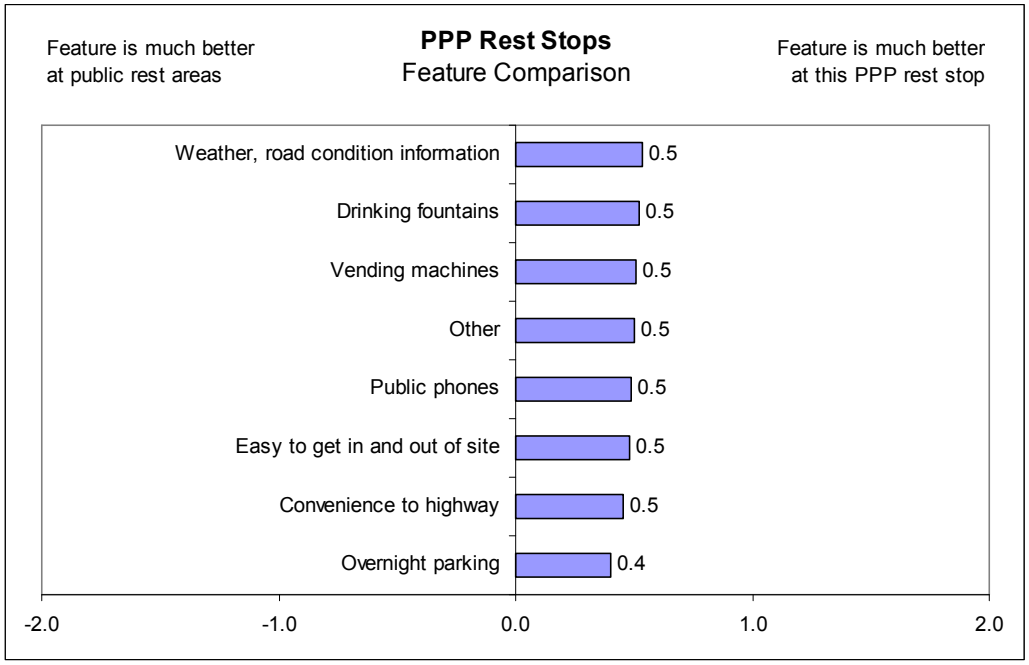
As can be expected, the preference toward using a rest area goes down at night for almost all activities, while the preference toward gas stations or fast food restaurants goes up at night.

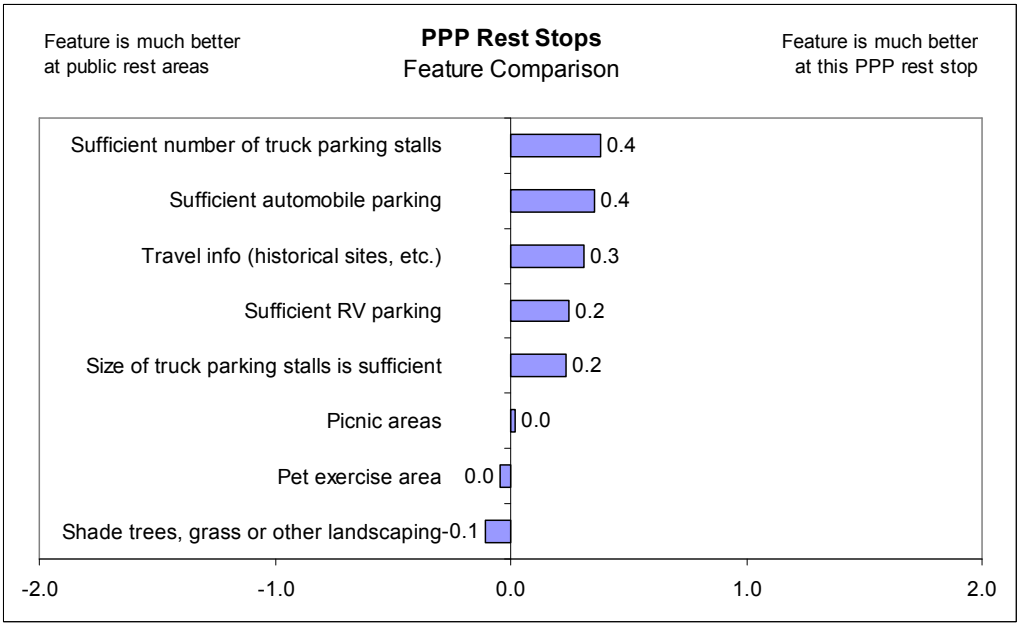
Perceptions of Existing Facilities

With the limited sample from public/private partnership rest stops in the general motorist survey, one key goal of the supplemental public/private partnership rest stop survey was to gain more data relative to how well public/private partnership rest stops compare to rest areas in meeting the needs of travelers. To accomplish this goal, respondents were asked to rate on a five-point scale their perception of the overall quality of rest areas in Utah. The results of these questions are as follows:

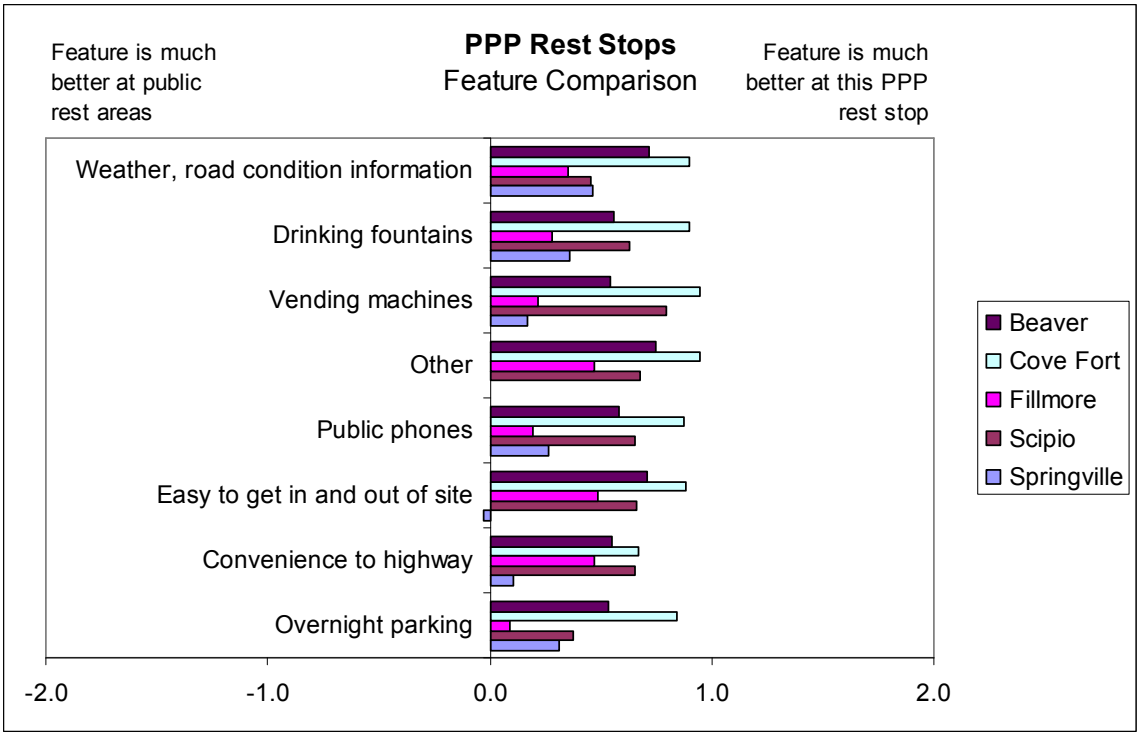
Please rate how well the following features AT THIS PUBLIC PRIVATE PARTNERSHIP (PPP) REST STOP compare to the same features at PUBLIC REST AREAS in Utah generally. Please rate them on a scale from 1 (feature is much better at Public Rest Areas) to 5 (feature is much better at this PPP Rest Stop).:

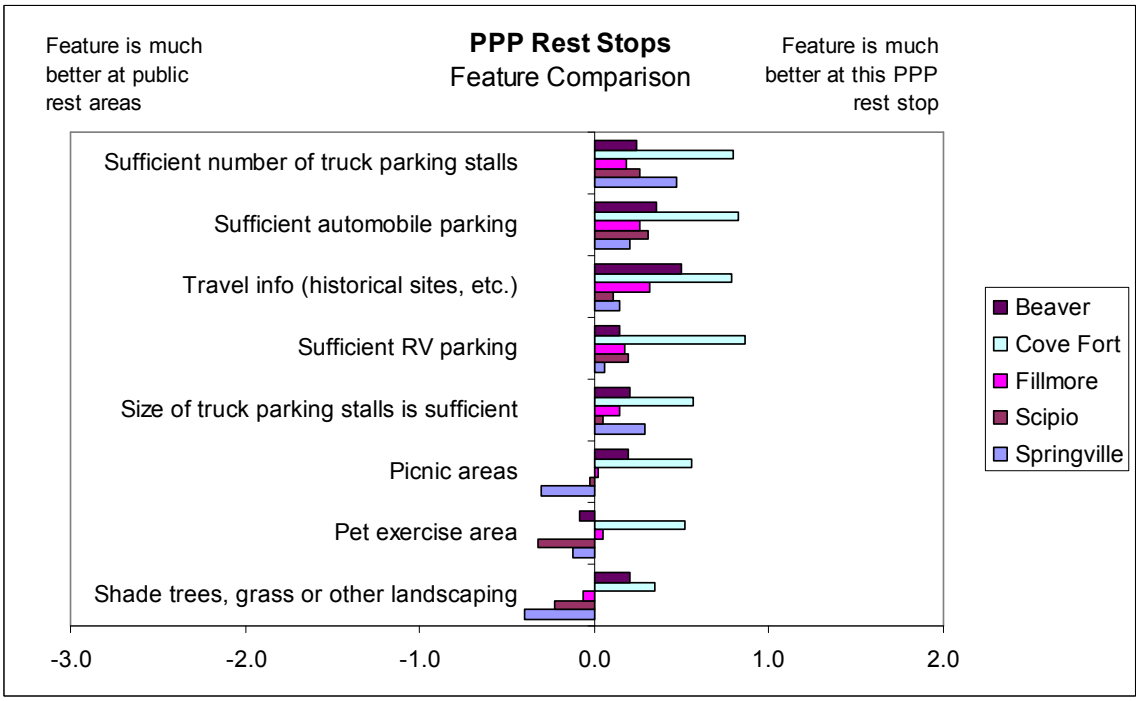






Respondents indicated that, on average, each particular feature is better at that public/private partnership rest stop as compared to a rest area for all features with the exception of Pet exercise areas and shade trees or other landscaping. Again, this is an average of all respondents at all locations. When separating the responses by location there is quite a bit of variation among each location.





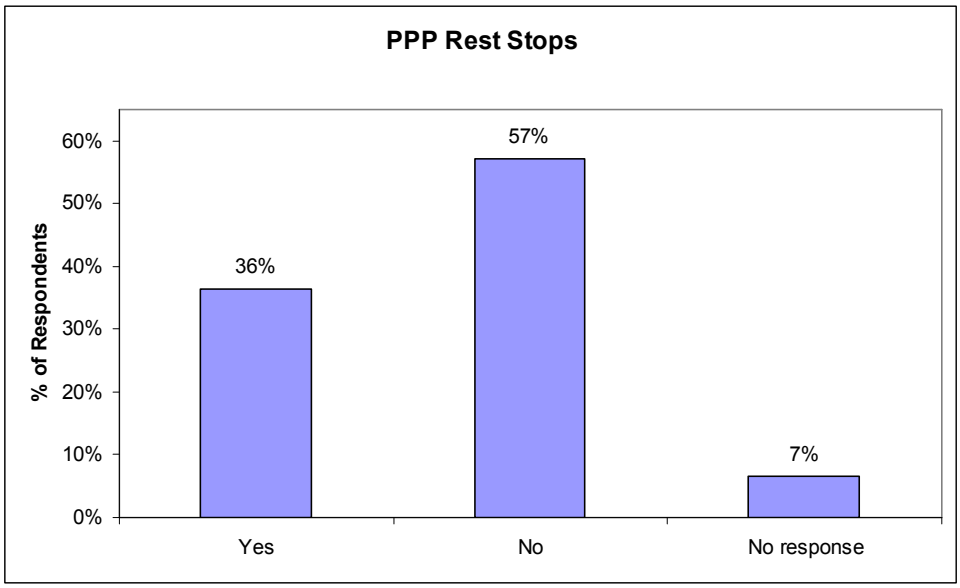
This allows for comparisons to be made among the features at different public/private partnership rest stop locations. More specific site layout and design criteria for public/private partnership rest stops can then be developed using this data.

Feedback on Rest Areas vs. Public/Private Partnership Rest Stops

Another goal of this supplemental survey was to obtain information as to how aware the public is of the public/private partnership rest stop program. Survey respondents were asked about their awareness of this program just as in the General Motorist survey.

In recent years, Utah has developed a Public/Private Partnership Rest Stop program where commercial gas stations serve as Rest Stops. These Rest Stops are open 24 hours a day, and provide drinking fountains, picnic tables, and restrooms for the public to use free of charge. Currently there are four Rest Stops located along I-15 at Scipio, Fillmore, near Cove Fort, and Beaver.

Were you aware of these Rest Stops?



Did you stop here because it was a Rest Stop?

Yes	*23%*
No	*22%*
No Response	*55%*

How did you find out about it?

Signs along highway	*38%*
Signs on business establishment	*6%*
Other	*4%*

Did you notice the sign(s) that designated this particular facility as a rest stop?

Yes	*39%*
No	*6%*
No Response	*55%*

Which sign(s) did you notice? Check all that apply

Along the freeway	*35%*
On the off-ramp	
17%	
On the business establishment sign or building	*9%*

Other *1%*

As seen in the data above, there is progress to be made in the education of the public about the public/private partnership rest stop program.

The last question in the survey asked the following question:

Now that you are familiar with this PPP Rest Stop program, how well do you feel these PPP Rest Stops meet the overall needs of travelers as compared to Public Rest Areas? (Rate on a scale of 1 (not very well at all) to 5 (very well)

The average score for each location is as follows:

Springville	3.8
Scipio	4.3
Fillmore	4.2
Cove Fort	4.3
Beaver	4.3
Overall Average	4.1

This data shows that public/private partnership rest stops are a valuable part of the overall rest area program.

Owner Questionnaire

As part of the supplementary public/private partnership rest stop surveys, a questionnaire was also sent to the public/private partnership rest stop owners in order to gain their feedback related to the program. In the cover letter sent with these questionnaires, the owners were told that their individual responses would be kept confidential. This was done so that the owners would feel more comfortable being open and honest about their experiences participating in the program. The owners were also told that their participation was voluntary and as such only two of the four owners chose to participate in the survey. The results of this owner questionnaire are shown below.

Approximately how long has this facility been designated as a Public / Private Partnership Rest Stop (please estimate)?

Owner	A	B	C	D
Years	1	1		
Months				

*Which of the following modifications did you completed **in order to participate in the program** (check all that apply)?*

Modification	Owner			
	A	B	C	D
Restrooms				
Add stalls	x			
Add urinals				
Expand size	x			
Other				
Driveways/Access				
Relocate				
New curb, gutter, or asphalt	x	x		
Widen	x			
Other				
Parking				
Expand truck parking	x			
Expand car parking	x			
Re-align and/or repair				
Modify on-site circulation	x			
Expand the overall site	x			
Other				
Additional Features				
Picnic tables				
New or additional outside lighting/electrical	x			
Acquire additional land				
Modify hours of operation	x			
Hire additional staff	x			
New Landscaping	x			
Other				

*Please list and explain your **general expectations regarding costs and benefits** when you first became a Program participant (please attach additional pages or supporting information as necessary):*

- Really had no idea on benefits until rest stop opened. I feel this is a program that over the course of time will be cost effective.
- Belief was that the additional traffic would increase inside sales. So far this has been true. Additional cost of supplies such as paper are higher than originally anticipated.
- In addition, the additional traffic has increased undesired effects such as more graffiti. This has more than doubled.

In your experience, how do the actual program costs and benefits compare to your initial expectations? Please rate on a scale from 1 to 5 (1 meaning much worse than expected, 5 meaning much better than expected")

Owner	A	B	C	D
Score	4	3		

In your estimation, has the traffic in and out of your facility increased or decreased since becoming a Program participant, and by how much? (Please estimate % change)

Owner	A	B	C	D
Change	Increased	Increased		
Percentage		20%		

Comments:

Has your sales volume increased or decreased since becoming a Program participant, and by how much? (Please estimate % change)

Owner	A	B	C	D
Change	Increased	Increased		
Percentage		5-7%		

Comments:

What about the Program has worked particularly well? (please attach additional pages or supporting information as necessary)

- It is a much needed program. It provides 24 hr a day facility that is well lighted and safe with other people there at all times. My wife will not stop at a rest area after dark but will stop at a rest stop inside a business because she feels safe.
- The program has increased customer counts and traffic flow. It is exposing the traveling public to our facility, hopefully for return visits.

What about the Program has <u>not</u> worked well? (please attach additional pages or supporting information as necessary)

- N/A
- The number of undesirable interactions such as the large increase of graffiti. The increase in volume of trash has also been surprising.

What improvements would you suggest be made to the Program? (please attach additional pages or supporting information as necessary)

- I want you to know that John Quick and Scott Munson were extremely helpful, friendly, professional and prompt in every aspect of this program from A-Z.
- I would like to see more participation from the State or UDOT in providing such things as picnic tables.

If you were to give advice to a facility owner looking to enter the Program, what are the three most important things you would tell them about the Program?

- Take it seriously, it provides a valuable service to the public
- Take pride in taking care of keeping it clean
- It's a good program – it gets additional people through your doors the first time, how you take care of the customer & the rest stop will determine if they continue to stop.
- Be prepared for large increase in refuse
- Challenges of meeting UDOT standards are daunting but rewards of increased traffic are worth it
- Maintain communication with UDOT. Share good experiences as well as the bad

Overall, how satisfied are you with your participation in the program? Please rate on a scale from 1 to 5 (1 meaning very unsatisfied,
5 meaning very satisfied)

Owner	A	B	C	D
Score	5	4		

While there do seem to be some minor concerns, the public/private partnership rest stop owners seem pleased with their participation in the public/private partnership rest stop program overall. This provides further support that the public/private partnership rest stop program is a valuable option in meeting the needs of the traveling public in terms of safety, rest, and convenience.

SUMMARY OF FINDINGS

General Motorist Survey

The most important needs of travelers when they are deciding where and when to make a stop are:

- Gas/Fuel
- Restrooms
- Food
- Stretch or walk around

It should be noted that of these four most important needs of travelers, only two can be fulfilled at a rest area while all can be served with a gas station. The survey also found that travelers will take care of several needs all in one stop.

Travelers' preferences toward using a rest area vs. a gas station (or public/private partnership rest stop) change from the daytime to the night time. During the day, travelers tend to prefer to stop at a rest area for the following purposes:

- Take a short break or rest
- Rest for extended period of time
- Get travel information
- Use the restroom

At nighttime, however, the only purposes for which there is a substantial preference toward rest areas are to:

- Rest for extended period of time
- Use the restroom

During the day, travelers prefer to stop at a gas station or fast food restaurant to:

- Buy snacks or drinks

At night, travelers prefer to stop at a gas station to:

- Buy snacks or drinks
- Use public phones
- Check or inspect vehicle

At night, there is a shift in preference toward using a gas station or fast food restaurant for all of the purposes.

In terms of amenities or features, the survey indicated that the most important features to travelers are:

- Restrooms
- Convenience to highway
- Easy to get in and out of site
- Safe environment or security presence
- Well-lighted parking lot

The least important features are:

- Pet exercise area
- Sufficient automobile parking
- Sufficient RV parking
- Vending machines
- Public phones

The percentage of survey respondents that were aware of the Public/Private Partnership Rest Stop program was low, particularly among those surveys taken from the rest areas and welcome centers.

Commercial Driver Survey

Commercial drivers indicated that they prefer to use a rest area for the following purposes:

- Take a short break
- Use the restroom

For all other purposes, they either had no preference or preferred to use a private truck stop. They indicated they had a substantial preference toward using a truck stop for the following purposes:

- Rest for extended period of time
- Perform minor maintenance
- Eat a meal

The most important features that commercial drivers need when they stop are:

- Restrooms
- Convenience to highway
- Easy to get in and out of site
- Showers
- Safe environment or security presence

The least important features to commercial drivers are:

- Picnic areas
- Entertainment facilities
- Vending machines
- Lounge area

These results are the same as those from the general public survey, with the exception of the need for showers.

The reasons that commercial drivers park on interchange ramps and shoulders, according to the survey are:

- No nearby parking spaces in truck stops or rest areas
- No nearby parking facility
- Ramp or shoulder is convenient for getting on and off the highway
- Empty parking spaces are blocked by other trucks, RVs, or cars
- Less likely to be bothered by strangers

The most important of a list of possible improvements that could be made to rest areas according to commercial drivers are:

- Build more rest areas or increase the amount of parking at existing rest areas
- Eliminate time limits on truck parking
- Improve parking layout or configuration (i.e. more diagonal pull-through spaces)
- Stop enforcement officers from waking drivers
- Improve restroom facilities

The most important of a list of possible improvements that could be made to private truck stops according to commercial drivers are:

- Build more spaces at private truck stops
- Separate truck, car, and RV parking
- Eliminate time limits on truck parking
- Increase security presence
- Improve parking layout or configuration (i.e. more diagonal pull-through spaces)

Supplemental Public/Private Partnership Rest Stop Survey

The most common reasons respondents chose to stop at a public/private partnership rest stop instead of a typical rest area are:

- Gas/Fuel
- Prefer to use the restrooms at that location
- To get some food
- Feel safer stopping here

When asked what type of facility they prefer to stop at during the daytime and also at nighttime for a variety of tasks, respondents indicated a preference toward a gas station-type facility for all of the tasks in the list. Their preference toward a gas station also was stronger at night similar to what was found in the General Motorist survey.

When given a list of features and asked to compare those features at that particular public/private partnership rest stop to the same features at a rest area, respondents indicated on average that each feature rated better at that public/private partnership rest stop for all features with the exception of:

- Pet exercise areas
- Shade, trees, or other landscaping

When separated by location, there is relatively substantial variation among the locations for ratings given to each feature. Some locations consistently rated higher than others for most features while some locations rated consistently lower.

As with the results found in the General Motorist survey, the percentage of respondents that were aware of the public/private partnership rest stop program was low, even given that all respondents were currently at a public/private partnership rest stop.

When asked how well public/private partnership rest stops meet the overall needs of travelers the average of all respondents was 4.1 on a scale of 1 to 5.

Owner Questionnaire

Owners generally indicated that they are satisfied with their participation in the program. They note that traffic at their facility has increased along with their sales volume, two important outcomes from a private sector perspective. Owners also indicated that costs related to supplies and maintence have increased.

The questionnaire responses provide further support that the public/private partnership rest stop program is a valuable option in meeting the needs of the traveling public in terms of safety, rest, and convenience.

Sample Survey Instruments – General Motorist Survey

Statewide Rest Area Study General Motorist Survey

The Utah Department of Transportation is performing a study of all rest areas and rest stops throughout the state of Utah. The purpose of this study is to evaluate how well rest areas and rest stops in Utah serve the needs of the traveling public, and how we might improve these facilities and services. We would like your input. Please take a few minutes to complete this survey and give us your input.

Facility _____

Date _____

Section A: Background

Gender
- ☐ Male
- ☐ Female

Residency
- ☐ In-state (Utah)
- ☐ Out-of-state
- ☐ Out-of-country

Age
- ☐ Under 16
- ☐ 16 to 25
- ☐ 26 to 45
- ☐ 46 to 65
- ☐ Over 65

Vehicle type
- ☐ Passenger car
- ☐ Motorcycle
- ☐ Pickup truck, van, sport utility
- ☐ Tractor Trailer
- ☐ Bus
- ☐ Other

What is the purpose of **THIS** trip?
- ☐ Business/work
- ☐ Vacation/recreation
- ☐ Shopping
- ☐ Moving
- ☐ Other

Estimate the total length of this trip:
- ☐ Less than 25 miles
- ☐ 26 to 100 miles
- ☐ 101 to 250 miles
- ☐ 251 to 500 miles
- ☐ 501 to 750 miles
- ☐ 751 to 1000 miles
- ☐ More than 1000 miles

Estimate how much you have traveled on this trip so far:
- ☐ Less than 25 miles
- ☐ 26 to 100 miles
- ☐ 101 to 250 miles
- ☐ 251 to 500 miles
- ☐ 501 to 750 miles
- ☐ 751 to 1000 miles
- ☐ More than 1000 miles

Statewide Rest Area Study General Motorist Survey

How many people are in your party on this trip?

- [ ] 1 person
- [ ] 2-3 persons
- [ ] 4-5 persons
- [ ] 6 or more persons

How many people in your party are 12 years old or younger?

- [ ] None
- [ ] 1 to 2
- [ ] 3 to 4
- [ ] 5 or more

Section B: Preferences

During a typical long-distance trip (over 100 miles), what factors are most important to you in deciding where and when you will stop or take a break from driving?

(Please rank the **TOP 4** items, with 1 being the most important factor, 2 being the second most, and so on.)

- [ ] Gasoline/Fuel
- [ ] Food (including fast food or sit-down restaurant)
- [ ] Use restroom/change diaper
- [ ] Rest/sleep (stop for more than 1 hour)
- [ ] Stretch/walk (stop for less than 1 hour)
- [ ] Allow children to play
- [ ] Change drivers
- [ ] Check/repair vehicle
- [ ] Dispose of trash
- [ ] Get travel information
- [ ] Use drinking fountain
- [ ] Use picnic area
- [ ] Use telephone
- [ ] Use vending machines
- [ ] Walk/water pets
- [ ] Other _____

What is your **primary** purpose for stopping now?
(Please check only one box)

- [ ] Gasoline/Fuel
- [ ] Eat at a restaurant (including fast food)
- [ ] Use restroom/change diaper
- [ ] Rest/sleep (stop for more than 1 hour)
- [ ] Stretch/walk (stop for less than 1 hour)
- [ ] Allow children to play
- [ ] Change drivers
- [ ] Check/repair vehicle
- [ ] Dispose of trash
- [ ] Get travel information
- [ ] Use drinking fountain
- [ ] Use picnic area
- [ ] Use telephone
- [ ] Use vending machines
- [ ] Walk/water pets
- [ ] Other _____

Statewide Rest Area Study General Motorist Survey

What other activities have you done while you were stopped here?
(Please check all that apply)

- ☐ Gasoline/Fuel
- ☐ Eat at a restaurant (including fast food)
- ☐ Use restroom/change diaper
- ☐ Rest/sleep (stop for more than 1 hour)
- ☐ Stretch/walk (stop for less than 1 hour)
- ☐ Allow children to play
- ☐ Change drivers
- ☐ Check/repair vehicle
- ☐ Dispose of trash
- ☐ Get travel information
- ☐ Use drinking fountain
- ☐ Use picnic area
- ☐ Use telephone
- ☐ Use vending machines
- ☐ Walk/water pets
- ☐ Other _____

WHEN TRAVELING DURING THE DAY, when you stop for the following reasons, where do you PREFER to stop: at public rest areas, a gas station/fast food restaurant, some other location, or do you have no preference? (Please check only one box for each situation at the left)

Reason for stopping	Public Rest Area	Gas Station/ Fast Food	Other	No Preference
Take a short break to stretch or walk around (less than 1 hour)				
Rest for extended period (more than 1 hour)				
Buy some snacks or drinks				
Get travel info (e.g. maps, pamphlets)				
Use public phones				
Inspect/check vehicle				
Use the restroom				
Other, please specify				

WHEN TRAVELING AT NIGHT, when you stop for the following reasons, where do you PREFER to stop: at public rest areas, a gas station/fast food restaurant, some other location, or do you have no preference? (Please check only one box for each situation at the left)

Reason for stopping	Public Rest Area	Gas Station/ Fast Food	Other	No Preference
Take a short break to stretch or walk around (less than 1 hour)				
Rest for extended period (more than 1 hour)				
Buy some snacks or drinks				
Get travel info (e.g. maps, pamphlets)				
Use public phones				
Inspect/check vehicle				
Use the restroom				
Other, please specify				

Statewide Rest Area Study General Motorist Survey

In the following questions you will be asked about two different types of facilities: **PUBLIC REST AREAS** and **PUBLIC PRIVATE PARTNERSHIP REST STOPS**. Public rest areas are those facilities owned and maintained by the State located immediately adjacent to the highway. These facilities typically have restrooms, picnic areas, drinking fountains and vending machines. No other commercial services are provided at public rest areas.

In recent years, Utah has developed a **Public Private Partnership Rest Stop** program where commercial gas stations serve as **Rest Stops**. These Rest Stops are open 24 hours a day, and provide drinking fountains, picnic tables, and restrooms for the public to use free of charge.

Currently there are these Rest Stops located along I-15 at Scipio, Fillmore, near Cove Fort, and Beaver.

There are a few questions that are specifically asking about public rest areas and some that are specifically asking about rest stops. Please answer each of these questions considering only public rest areas or rest stops as indicated in the question.

Were you aware of these Rest Stops?

☐ Yes
☐ No

Complete the following six questions only if you answered yes to this question

1 Did you stop here because it was a Rest Stop?
☐ Yes
☐ No

2 How did you find out about it?
☐ Signs along highway
☐ Signs on business establishment
☐ Utah Department of Transportation (map or website)
☐ Other _____

3 Did you notice the sign(s) that designated this particular facility as a rest stop?
☐ Yes
☐ No

4 Which sign(s) did you notice?
Check all that apply
☐ Along the freeway
☐ On the off-ramp
☐ On the business establishment sign or building
☐ Other _____

5 What other facilities have you stopped at?
(Check all that apply)
☐ Scipio
☐ Fillmore
☐ Cove Fort
☐ Beaver

6 ☐ Approximately how many times in the last year have you stopped at one of these rest stops?

Now that you know these Rest Stops exist, how likely will you be to stop at these over any other gas station or restaurant while traveling in the future? (Rate on a scale of 1-not likely at all to 5-very likely)

Not likely at all				Very likely
1	2	3	4	5

Statewide Rest Area Study General Motorist Survey

When you are deciding where to stop to rest or take a break from driving, how **IMPORTANT** are the following features to you when choosing where to stop? Please rate these on a scale from 1 to 5 ("Almost Never Important" to "Almost always important to you")

(circle only one number for each feature listed at the left)

Feature	Almost never important				Almost always important
Convenience to highway	1	2	3	4	5
Proximity to destination	1	2	3	4	5
Easy to get in and out of site	1	2	3	4	5
Familiarity with location (have been there befor	1	2	3	4	5
Overnight parking	1	2	3	4	5
Sufficient automobile parking	1	2	3	4	5
Sufficient RV parking	1	2	3	4	5
Pet exercise area	1	2	3	4	5

Feature	Almost never important				Almost always important
Well-lighted parking lot	1	2	3	4	5
Safe environment or security presence	1	2	3	4	5
Picnic areas	1	2	3	4	5
Shade trees, grass or other landscaping	1	2	3	4	5
Travel info (e.g. historical sites, of interest locat	1	2	3	4	5
Service information (gas, food, hotel, campgrou	1	2	3	4	5
Weather, road condition information	1	2	3	4	5
Preferred national fuel chain (e.g. Chevron™)	1	2	3	4	5

Feature	Almost never important				Almost always important
Restaurant (including fast food)	1	2	3	4	5
Convenience store	1	2	3	4	5
Vending machines	1	2	3	4	5
Vehicle repair or maintenance facilities	1	2	3	4	5
Public phones	1	2	3	4	5
Restrooms	1	2	3	4	5
Family-style restrooms	1	2	3	4	5
Drinking fountains	1	2	3	4	5
Other, please specify_____	1	2	3	4	5

On a scale from 1 to 5 ("Very Poor" to "Very Good"), please rate the overall quality of **PUBLIC REST AREAS** in Utah in the following areas:

(circle only one number for each feature listed at the left)

Feature	Very Poor				Very Good
Convenience to highway	1	2	3	4	5
Proximity to destination	1	2	3	4	5
Easy to get in and out of site	1	2	3	4	5
Overnight parking	1	2	3	4	5
Sufficient automobile parking	1	2	3	4	5
Sufficient RV parking	1	2	3	4	5
Pet exercise area	1	2	3	4	5

Feature	Almost never important				Almost always important
Well-lighted parking lot	1	2	3	4	5
Safe environment or security presence	1	2	3	4	5
Picnic areas	1	2	3	4	5
Shade trees, grass or other landscaping	1	2	3	4	5
Travel info (e.g. historical sites, of interest locat	1	2	3	4	5
Service information (gas, food, hotel, campgrou	1	2	3	4	5
Weather, road condition information	1	2	3	4	5

Feature	Almost never important				Almost always important
Vending machines	1	2	3	4	5
Public phones	1	2	3	4	5
Restrooms	1	2	3	4	5
Family-style restrooms	1	2	3	4	5
Drinking fountains	1	2	3	4	5
Other, please specify_____	1	2	3	4	5

Statewide Rest Area Study General Motorist Survey

On a scale from 1 to 5 ("Very Poor" to "Very Good"), please rate the overall quality of **PUBLIC PRIVATE PARTNERSHIP REST STOPS** in Utah in the following areas: (please answer only if you are familiar with one or more of these Rest Stops)

(circle only one number for each feature listed at the left)

Feature	Very Poor				Very Good
Convenience to highway	1	2	3	4	5
Proximity to destination	1	2	3	4	5
Easy to get in and out of site	1	2	3	4	5
Overnight parking	1	2	3	4	5
Sufficient automobile parking	1	2	3	4	5
Sufficient RV parking	1	2	3	4	5
Pet exercise area	1	2	3	4	5

Feature	Almost never important				Almost always important
Well-lighted parking lot	1	2	3	4	5
Safe environment or security presence	1	2	3	4	5
Picnic areas	1	2	3	4	5
Shade trees, grass or other landscaping	1	2	3	4	5
Travel info (e.g. historical sites, of interest locat	1	2	3	4	5
Service information (gas, food, hotel, campgrou	1	2	3	4	5
Weather, road condition information	1	2	3	4	5

Feature	Almost never important				Almost always important
Restaurant (including fast food)	1	2	3	4	5
Convenience store	1	2	3	4	5
Vehicle repair or maintenance facilities	1	2	3	4	5
Public phones	1	2	3	4	5
Restrooms	1	2	3	4	5
Family-style restrooms	1	2	3	4	5
Drinking fountains	1	2	3	4	5
Other, please specify _____	1	2	3	4	5

What improvement(s) would you like to see at **PUBLIC REST AREAS** in Utah?

What improvement(s) would you like to see at **REST STOPS** in Utah?

What rest area or rest stop features or services have you seen in other states, (not currently found in Utah) would you like to see implemented in Utah?

What rest area or rest stop features or services have you seen in Utah that you think are very effective or beneficial?

Sample Survey Instrument – Commercial Vehicle Survey

Statewide Rest Area Study Commercial Vehicle Survey

The Utah Department of Transportation is performing a study of all rest areas and rest stops throughout the state of Utah. The purpose of this study is to evaluate how well rest areas and rest stops in Utah serve the needs of commercial truck drivers, and how we might improve these facilities and services. We would like your input. Please take a few minutes to complete this survey and give us your input.

In this survey you will be asked about two different types of facilities: **PUBLIC REST AREAS** and **PRIVATE TRUCK STOPS / TRAVEL PLAZAS**. Public rest areas are those facilities owned and maintained by the State located immediatley adjacent to the highway. These facilities typically have restrooms, picnic areas, drinking fountains and vending machines. No other commercial services are provided at public rest areas.

Private truck stops or travel plazas are commercial fuel stations often owned and operated by national chains and often have a convenience store, restaurant, showers, internet, and other services.

There are a few questions that are specifically asking about public rest areas and some that are specifically asking about private truck stops. Please answer each of these questions considering only public rest areas or private truck stops as indicated in the question.

Section A:

Which of the following driver categories best describes you: (Please check only one box)
- ☐ Independent owner/operator (1 power unit)
- ☐ Independent owner/operator (multiple power units)
- ☐ Driver for an owner/operator
- ☐ Driver for a small-sized carrier (carrier with 2-10 power units)
- ☐ Driver for a mid-sized carrier (carrier with 11-100 power units)
- ☐ Driver with a large-sized carrier (carrier with over 100 power units)
- ☐ Other, please specify _____

What is your sex?
- ☐ Male
- ☐ Female

Are you TYPICALLY a LONG-HAUL / REGIONAL or SHORT-HAUL / LTL driver?
(please mark only one box.)
- ☐ Long-haul (sleep away from home)
- ☐ Short-haul (sleep at home)

Approximately what percentage of your total driving occurs within Utah?
_____ %

Where is your home base (normal work reporting location)? (City and State) _____

Right now, approximately how far are you away from your home location (to the nearest mile)?
- ☐ 0 - 199 miles
- ☐ 200 - 499 miles
- ☐ 500 - 999 miles
- ☐ 1,000 - 1,999 miles
- ☐ 2,000 miles or more

Section B:

How many DAYS do you SLEEP AWAY FROM HOME EACH MONTH?
_____ Days

In a TYPICAL week on the road, HOW MANY TIMES do you park in the following places for **LONG TERM** rest (at least 4 hours of rest)?
(Please write the number of times per week next to each.)
- ☐ in a public rest area parking lot
- ☐ in a private truck stop parking lot
- ☐ in a parking lot not designed for truck parking (e.g. park & ride)
- ☐ on the shoulder of the highway
- ☐ on an entrance/exit ramp
- ☐ at a loading/unloading location
- ☐ in a location not shown above (please specify) _____

In a TYPICAL week on the road, HOW MANY TIMES do you park in the following places for a **SHORT TERM** break or rest (less than 4 hours of rest)?
(Please write the number of times per week next to each.)
- ☐ in a public rest area parking lot
- ☐ in a private truck stop parking lot
- ☐ in a parking lot not designed for truck parking (e.g. park & ride)
- ☐ on the shoulder of the highway
- ☐ on an entrance/exit ramp
- ☐ at a loading/unloading location
- ☐ in a location not shown above (please specify) _____

Statewide Rest Area Study Commercial Vehicle Survey

Who TYPICALLY decides where you will stop to park? (Please mark all that apply.)

- [ ] I do
- [ ] My company does (e.g. dispatcher or other company employee)
- [ ] Other, please specify _____

If you stop to SLEEP AWAY FROM HOME, when do you decide where you will stop?

- [ ] N/A - I don't park to sleep away from home
- [ ] Before I start driving, the decision is made
- [ ] As I'm driving, the decision is made
- [ ] Other, please specify _____

When you stop FOR THE FOLLOWING REASONS, where do you PREFER to park, at rest areas, truck stops or do you have no preference?

Reason for stopping	Public Rest Area	No preference	Private Truck Stop
Take a short break or rest (less than 4 hours)			
Rest for extended period (more than 4 hours)			
Use vending machines			
Get travel info (e.g. maps)			
Use public phones			
Perform minor maintenance			
Use the restroom			
Eat a meal			
Other, please specify _____			

Section C:

When you are deciding where to stop to rest or take a break from driving, how **IMPORTANT** are the following features to you when choosing where to stop? Please rate these on a scale from 1 to 5 ("Almost Never Important" to "Almost always important to you")
(circle only one number for each feature listed at the left)

Feature	Almost never important				Almost always important
Convenience to highway	1	2	3	4	5
Proximity to drop-off/pick-up location	1	2	3	4	5
Easy to get in and out of site	1	2	3	4	5
Picnic areas	1	2	3	4	5
Well-lighted parking lot	1	2	3	4	5
Prepaid fuel cards accepted	1	2	3	4	5
Travel info (e.g. info kiosks, maps)	1	2	3	4	5
Entertainment facilities (e.g. arcade, movies)	1	2	3	4	5
Internet/fax	1	2	3	4	5
Safe environment or security presence	1	2	3	4	5
Showers	1	2	3	4	5
Repair facilities	1	2	3	4	5
Vending machines	1	2	3	4	5
Restaurant	1	2	3	4	5
Lounge area	1	2	3	4	5
Public phones	1	2	3	4	5
Fuel	1	2	3	4	5
Restrooms	1	2	3	4	5
Other, please specify _____	1	2	3	4	5

On a scale from 1 to 5 ("Very Poor" to "Very Good"), please rate the overall quality of **PUBLIC REST AREAS** in Utah in the following areas:
(circle only one number for each feature listed at the left)

Feature	Very Poor				Very Good
Convenience to highway	1	2	3	4	5
Proximity to drop-off/pick-up location	1	2	3	4	5
Easy to get in and out of site	1	2	3	4	5
Picnic areas	1	2	3	4	5
Well-lighted parking lot	1	2	3	4	5
Travel info (e.g. info kiosks, maps)	1	2	3	4	5
Safe environment or security presence	1	2	3	4	5
Vending machines	1	2	3	4	5
Public phones	1	2	3	4	5
Restrooms	1	2	3	4	5
Other, please specify _____	1	2	3	4	5

Statewide Rest Area Study Commercial Vehicle Survey

On a scale from 1 to 5 ("Very Poor" to "Very Good"), please rate the overall quality of **PRIVATE TRUCK STOPS / TRAVEL PLAZAS** in Utah in the following areas:
(circle only one number for each feature listed at the left)

Feature	Very Poor				Very Good
Convenience to highway	1	2	3	4	5
Proximity to drop-off/pick-up location	1	2	3	4	5
Easy to get in and out of site	1	2	3	4	5
Well-lighted parking lot	1	2	3	4	5
Prepaid fuel cards accepted	1	2	3	4	5
Travel info (e.g. info kiosks, maps)	1	2	3	4	5
Entertainment facilities (e.g. arcade, movies)	1	2	3	4	5
Internet/fax	1	2	3	4	5
Safe environment or security presence	1	2	3	4	5
Showers	1	2	3	4	5
Repair facilities	1	2	3	4	5
Vending machines	1	2	3	4	5
Restaurant	1	2	3	4	5
Lounge area	1	2	3	4	5
Public phones	1	2	3	4	5
Fuel	1	2	3	4	5
Restrooms	1	2	3	4	5
Other, please specify _____	1	2	3	4	5

Trucks are sometimes parked on ramps or shoulders along the road. Why do you think ramps and shoulders are sometimes used for truck parking?

PLEASE MARK THE 3 MOST COMMON REASONS.

- [ ] No nearby parking facility
- [ ] No empty spaces in nearby truck stops or rest areas
- [ ] Nearby parking spaces have time limits that are too short
- [ ] Hard to drive around parking lots
- [ ] Empty nearby parking spaces are blocked by other trucks, cars, or RVs
- [ ] The ramp/shoulder is convenient for getting back on the road
- [ ] Better lighting on ramp/shoulder than in lot
- [ ] Less likely to be bothered by strangers (e.g. drug dealers, prostitutes)
- [ ] Other, please specify _____

Please indicate how often you encounter EACH of the following parking situations:
(circle only one number for each situation listed on the left)

Parking situation	Almost never				Almost always
Private truck stops have parking available	1	2	3	4	5
Public rest areas have parking available	1	2	3	4	5
My next stop (e.g. shipper/receiver) has parking available	1	2	3	4	5
Available parking is convenient to the highway	1	2	3	4	5
The parking facilities I use have the features I need	1	2	3	4	5
Parking time limits allow enough time for me to park	1	2	3	4	5
There is enough room for me to get in and out of spaces	1	2	3	4	5
Truck spaces are used only by trucks	1	2	3	4	5
Other, please specify	1	2	3	4	5

Below is a list of possible truck parking improvements at **PUBLIC REST AREAS**.
PLEASE MARK THE 5 IMPROVEMENTS THAT YOU THINK WOULD HELP THE MOST.

- [ ] Improve lighting
- [ ] Increase security presence
- [ ] Modify landscaping to minimize hiding places for criminals/criminal activity
- [ ] Improve rest room facilities
- [ ] Improve information kiosks/bulletin boards
- [ ] Improve other amenities
- [ ] Build more public rest areas or increase amount of truck parking at existing rest areas
- [ ] Use car parking for truck parking during peak overnight hours
- [ ] **Enforce** time limits on truck parking
- [ ] **Eliminate** time limits on truck parking
- [ ] Improve parking layout/configuration (e.g. more diagonal pull-through)
- [ ] Improve signs and roadway information for parking facilities
- [ ] Up-to-the-minute information on parking space availability
- [ ] Adopt standard spacing between rest areas
- [ ] Provide alternative parking (e.g. at weigh stations, Park-N-Ride, private parking lots)
- [ ] Stop enforcement officers from waking driver
- [ ] Educate drivers/dispatchers about planning parking stops before trip
- [ ] Other, please specify _____

Statewide Rest Area Study Commercial Vehicle Survey

Below is a list of possible truck parking improvements at **PRIVATE TRUCK STOPS / TRAVEL PLAZAS**.
PLEASE MARK THE 5 IMPROVEMENTS THAT YOU THINK WOULD HELP THE MOST.

- [ ] Improve lighting
- [ ] Increase security presence
- [ ] Improve rest room facilities
- [ ] Improve information kiosks/bulletin boards
- [ ] Improve other amenities
- [ ] Build more parking spaces at private truck stops
- [ ] Separate truck, car, and RV parking
- [ ] **Enforce** time limits on truck parking
- [ ] **Eliminate** time limits on truck parking
- [ ] Improve parking layout/configuration (e.g. more diagonal pull-through)
- [ ] Improve signs and roadway information for parking facilities
- [ ] Adopt standard spacing between rest areas
- [ ] Stop enforcement officers from waking driver
- [ ] Educate drivers/dispatchers about planning parking stops before trip
- [ ] Other, please specify _____

On a scale of 1 to 5 (1 meaning very poorly, 5 meaning very well) How well do **PUBLIC REST AREAS** located in the state of Utah meet the overall needs of commercial truck drivers?

Very poorly				Very well
1	2	3	4	5

On a scale of 1 to 5 (1 meaning very poorly, 5 meaning very well) How well do **PRIVATE TRUCK STOPS / TRAVEL PLAZAS** located in the state of Utah meet the overall needs of commercial truck drivers?

Very poorly				Very well
1	2	3	4	5

What improvement(s) would you like to see at **PUBLIC REST AREAS** in Utah?

_____

_____

What improvement(s) would you like to see at **PRIVATE TRUCK STOPS** in Utah?

_____

_____

What rest area or truck stop features or services have you seen in other states, (not currently found in Utah) would you like to see implemented in Utah?

_____

_____

What rest area or truck stop features or services have you seen in Utah that you think are very effective or beneficial?

_____

_____

Sample Survey Instrument – Public/Private Partnership Survey

Statewide Rest Area Study Public Private Partnership Survey

Location Springville Scipio Fillmore Cove Fort Beaver

Date _____

Age
- ☐ Under 16
- ☐ 16 to 25
- ☐ 26 to 45
- ☐ 46 to 65
- ☐ Over 65

Are you a commercial truck driver?
- ☐ Yes
- ☐ No

Gender
- ☐ Male
- ☐ Female

Residency
- ☐ In-state (Utah)
- ☐ Out-of-state
- ☐ Out-of-country

In the following questions you will be asked about two different types of facilities: **PUBLIC REST AREAS** and **PUBLIC PRIVATE PARTNERSHIP REST STOPS**. Public rest areas are those facilities owned and maintained by the State located immediately adjacent to the highway. These facilities typically have restrooms, picnic areas, drinking fountains and vending machines. No other commercial services are provided at public rest areas.

In recent years, Utah has developed a **Public Private Partnership Rest Stop** program where commercial gas stations serve as **Rest Stops**. These Rest Stops are open 24 hours a day, and provide drinking fountains, picnic tables, and restrooms for the public to use free of charge.

Currently there are PPP Rest Stops located along I-15 at Springville, Scipio, Fillmore, near Cove Fort, and Beaver.

Were you aware that this particular business establishment is one of these **PPP Rest Stops**?
- ☐ Yes
- ☐ No

Complete the following seven questions only if you answered yes to this question

1 Why did you stop here instead of a typical public rest area? (Check all that apply)
- ☐ I needed gas/fuel
- ☐ I wanted to get something to eat
- ☐ I needed to purchase some supplies or equipment
- ☐ I prefer to use the restrooms here
- ☐ I feel safer stopping here over a public rest area
- ☐ I saw the signs indicating this was a Rest Stop
- ☐ This was the first Rest Stop/Area I came to
- ☐ Other _____

2 Did you stop here specifically because it was a rest stop?
- ☐ Yes
- ☐ No

3 How did you find out about it?
- ☐ Signs along highway
- ☐ Signs on business establishment
- ☐ Utah Department of Transportation (map or website)
- ☐ Other _____

4 Did you notice the sign(s) that designated this particular facility as a rest stop?
- ☐ Yes
- ☐ No

5 Which sign(s) did you notice? Check all that apply
- ☐ Along the freeway
- ☐ On the off-ramp
- ☐ On the business sign or building
- ☐ Other _____

6 What other facilities have you stopped at? (Check all that apply)
- ☐ Springville
- ☐ Scipio
- ☐ Fillmore
- ☐ Cove Fort
- ☐ Beaver

7 ☐ Approximately how many times in the last year have you stopped at one of these rest stops?

Now that you know these Rest Stops exist, how likely will you be to stop at these over any other gas station or restaurant while traveling in the future? (Rate on a scale of 1-not likely at all to 5-very likely)

Not likely at all				Very likely
1	2	3	4	5

WHEN TRAVELING DURING THE DAY, when you stop for the following reasons, where do you PREFER to stop: at a public rest area or at a gas station/fast food restaurant? (Please check only one box for each situation at the left)

Reason for stopping	Strongly Prefer Public Rest Area		No Preference		Strongly Prefer Gas Station/ Fast Food Restaurant
Take a short break to stretch or walk around (< 1 hour)	1	2	3	4	5
Rest for extended period (> 1 hour)	1	2	3	4	5
Buy some snacks or drinks	1	2	3	4	5
Get travel info (e.g. maps, pamphlets)	1	2	3	4	5
Use public phones	1	2	3	4	5
Inspect/check vehicle	1	2	3	4	5
Use the restroom	1	2	3	4	5
Other, please specify _____	1	2	3	4	5

Statewide Rest Area Study Public Private Partnership Survey

WHEN TRAVELING AT NIGHT, when you stop for the following reasons, where do you PREFER to stop: at a public rest area or at a gas station/fast food restaurant? (Please check only one box for each situation at the left)

Reason for stopping	Strongly Prefer Public Rest Area		No Preference		Strongly Prefer Gas Station/ Fast Food Restaurant
Take a short break to stretch or walk around (< 1 hour)	1	2	3	4	5
Rest for extended period (> 1 hour)	1	2	3	4	5
Buy some snacks or drinks	1	2	3	4	5
Get travel info (e.g. maps, pamphlets)	1	2	3	4	5
Use public phones	1	2	3	4	5
Inspect/check vehicle	1	2	3	4	5
Use the restroom	1	2	3	4	5
Other, please specify _____	1	2	3	4	5

Please rate how well the following features **AT THIS PUBLIC PRIVATE PARTNERSHIP (PPP) REST STOP** compare to the same features at **PUBLIC REST AREAS** in Utah generally. Please rate them on a scale from 1 (feature is much better at Public Rest Areas) to 5 (feature is much better at this PPP Rest Stop).

(circle only one number for each feature listed at the left)

Feature	Feature is much better at Public Rest Areas				Feature is much better at this PPP Rest Stop
Convenience to highway	1	2	3	4	5
Proximity to destination	1	2	3	4	5
Easy to get in and out of site	1	2	3	4	5
Familiarity with location (have been there before)	1	2	3	4	5
Overnight parking	1	2	3	4	5
Sufficient automobile parking	1	2	3	4	5
Sufficient RV parking	1	2	3	4	5
Sufficient number of commercial truck parking stalls	1	2	3	4	5

Feature	Feature is much better at Public Rest Areas				Feature is much better at this PPP Rest Stop
Size of commercial truck parking stalls is sufficient	1	2	3	4	5
Pet exercise area	1	2	3	4	5
Well-lighted parking lot	1	2	3	4	5
Safe environment or security presence	1	2	3	4	5
Picnic areas	1	2	3	4	5
Shade trees, grass or other landscaping	1	2	3	4	5
Travel info (e.g. historical sites, of interest locations etc.)	1	2	3	4	5
Service information (gas, food, hotel, campgrounds)	1	2	3	4	5

Feature	Feature is much better at Public Rest Areas				Feature is much better at this PPP Rest Stop
Weather, road condition information	1	2	3	4	5
Vending machines	1	2	3	4	5
Vehicle repair or maintenance facilities	1	2	3	4	5
Public phones	1	2	3	4	5
Restrooms	1	2	3	4	5
Family-style restrooms	1	2	3	4	5
Drinking fountains	1	2	3	4	5
Other, please specify	1	2	3	4	5

Now that you familiar with this PPP Rest Stop program, **how well do you feel these PPP Rest Stops meet the overall needs of travelers as compared to Public Rest Areas?** (Rate on a scale of 1 (not very well at all)

PPP Rest Stops **DO NOT** meet needs well at all				PPP Rest Stops meet needs very well
1	2	3	4	5

Appendix 2D: Facility Features

Current UDOT Features

The following is a summary of the minimum and additional features currently provided at the highway rest facilities, grouped by facility type.

A. View Area

The minimum features currently provided at view area facilities are:

- Pit Toilets
- Paved parking area
- Sidewalks
- Adequate ramp system or driveway into and out of the paved parking area
- Adequate advanced signing
- Internal directional signing
- ADA accessible
- Trash receptacles
- Native and natural landscaping elements

Additional features that may be provided include:

- Location information (state map), interpretive signing, displays and exhibits
- Picnic tables and shelters
- Lighting
- Interpretive signing, displays and exhibits

B. Rest Area

The minimum features currently provided at rest area facilities include:

- Buildings per standard UDOT prototypes
- Flush toilets
- Paved parking area
- Interior and exterior lighting
- Drinking water
- Adequate ramp system or driveway into and out of the paved parking area
- Adequate advanced signing
- Internal directional signing
- ADA accessible
- Location information (state map), interpretive signing, displays and exhibits
- Separation of vehicles and pedestrians
- Trash receptacles
- Sheltered picnic tables/area
- Interpretive signing, displays and exhibits
- Landscaping with native vegetation and irrigation system

Additional features that may be provided include:

- Family style restrooms
- Designated pet exercise area
- On-site maintenance personnel
- Vending machines
- Pay Telephones

C. Welcome Center

The minimum features that are currently provided at welcome center facilities are similar to those required for rest areas with the following additions:

- Vending machines
- Flush toilets
- Trained tourism representatives
- Statewide, regional, and local tourist, historical information as a fixed display or brochure

Additional features that may be provided include:

- Interior computer kiosks providing access to email and traveler related information
- Family style restrooms

D. Public/Private Partnership Rest Stop

The minimum features that are currently provided by the private entity include:

- Placement of state approved highway memorial markers at the appropriate location onsite
- Well lit and marked pedestrian access between parking areas and business facilities
- Restroom facilities with ten stalls if adjacent to I-15 (five mens, five womens)
- Restroom facilities with eight stalls if adjacent to non-I-15 highways (4 mens, 4 womens)
- Twenty-four hour a day, 365 days per year operations
- Total of fifty parking spaces (Truck and automobile ratio equal to ratio on adjacent highway)
- No sexually oriented vending machines in restrooms
- One on-site employee at all times
- ADA accessible facilities
- One telephone
- One drinking fountain

Additional features that may be provided include:

- Interpretive signing, displays and exhibits
- Landscaping with native vegetation and irrigation system
- Location information (state map)
- Picnic tables and shelters

E. Public/Public Facility

With these facilities, UDOT generally provides resources for land acquisition activities, facility construction, and/or additional facility features. Generally, these facilities are operated and maintained by the partnering entity.

Minimum and additional features are determined on a case-by-case basis in cooperation with the partnering entities.

F. Port of Entry

In addition to the features provided for inspections, Port of Entry facilities provide:

- Paved parking areas for short and long-term *commercial truck parking*
- Restrooms
- Lighting
- Trash receptacles
- On-site personnel

Comprehensive Facility Feature List

The following design elements and features are discussed in detail in the *Guide for Development of Rest Areas on Major Arterials and Freeways* produced by the American Association of State Highway and Transportation Officials (AASHTO).

- Planters
- Retaining walls
- Terraces
- Decks
- Fences
- Tables
- Shelters
- Benches
- Sidewalks
  - Textured or colored
  - Concrete
  - Asphalt
  - Natural stone
  - Gravel
  - Natural surfaces
- Pet exercise areas
- Waste Receptacles
- Recycling Receptacles
- Sewage dump stations
- Screening elements
- Special site details
  - Bridges
  - Interpretation areas
  - Interpretive signing
  - Overlooks
  - Ramps
  - Stairs
  - Sculptures, murals, art, monuments
  - Water features
- Information kiosks
- Telephones
- Vending facilities
- ADA accessible
- Lighting
- Landscape development
- Security
  - Lighting
  - Buildings and Structures
  - Surveillance systems

The following items are not specifically mentioned by AASHTO. As such, a brief summary of each feature is included below.

- Compressed air hand dryers – Hand dryers eliminate the need for paper towels and greatly reduce the amount of trash that must be removed from the restrooms.
- Drinking fountains – Drinking fountains should be provided where potable water is available. Refrigerated fountains are preferred and fountains should be ADA accessible.
- Educational areas and interpretive displays and activities – In keeping with the design concepts, there is a wealth of information that is well suited for distribution at

highway rest facilities. Interpretive displays could feature an areas culture, environment, geology, history, industry, plants, wildlife, or nearby points of interest.

Displays could be combined with activities that provide motorists with an opportunity to obtain a first hand look at nature. The activities could feature a demonstration project related to solar power, wind power, alternate water and wastewater treatment or disposal methods.

- Charcoal grill stands – Charcoal grill stands are typically made of steel and are anchored in a concrete base, and are found in many campgrounds, parks, and picnic areas. When provided, these features should be located adjacent to picnic tables. Charcoal grills present some maintenance challenges with personnel needing to regularly remove ash.
- Portable cooking stove stands – These stands are typically made of steel and are anchored in a concrete base, and are found in many campgrounds, parks, and picnic areas. They provide a level, heat-resistant place for travelers to place a portable camping-type stove or other equipment they may use to prepare and eat a meal. When provided, one stand should be located near each picnic table provided at the rest area.
- Fire grills and fire pits – Fire grills and pits such as those found in campgrounds and picnic areas provide a place for travelers to build a campfire in a controlled location for purposes of preparing a meal or simply to enjoy the atmosphere of the campfire. When provided, fire grills and pits should also be located adjacent to picnic tables and cooking stove stands. This feature presents substantial maintenance challenges with personnel needing to regularly remove ash, trash and wood.
- Flagpoles – Flagpoles may be provided in order to display the flag of the United States, the state of Utah, or other flags in order to promote patriotism and a sense of pride in our state and nation. Guidelines concerning flagpole design, display, placement, and etiquette should be followed as described in the United States Flag Code.
- Hot water – Hot water provides additional comfort as well as sanitary benefits. This would require the installation and maintenance of a hot water heater as well as the additional plumbing and electrical or natural gas connections where not currently provided.
- Background music – Background music elements can be used to enhance particular themes, add to the historic or cultural nature of the facility and contribute to the restful environment of rest area and welcome center facilities. Music elements should be soft and calming and not so loud as to be heard away from the building structure itself. This system can also be used to broadcast information to travelers related to weather conditions, road construction, or other useful information.
- Phone ahead reservation system – A phone-ahead reservation system such as is found in airports, provides a dedicated phone line to local hotels, restaurants, service stations or other services in the area free of charge.
- Playground areas and equipment – Children have much more energy than adults and it is often difficult for them to travel long distances. Playground areas provide a place for children to play and expend energy while their families are stopped at the rest facility.

Playground equipment has become a common and important enhancement feature provided at many rest area and welcome center facilities throughout the United States.

The primary purpose of the feature is to provide an activity for children and families that encourage drivers to make regular stops and return to the road rested and more alert.

Playgrounds areas at highway rest facilities are generally simple in nature and include four primary elements:

- Swing element – This may include a single post swing or a tire swing.
- Slide element – This may include tubes, spirals, and waves.
- Climbing element – This may includes walls, stairs, arches, ladders, rails, and rocks.
- ADA accessible equipment and surfaces

Playgrounds should accommodate children, ages 5 to 12. Capacity may vary depending on the location of the highway rest facility, but should accommodate up to 25 children.

The cost to provide playgrounds varies, but is generally in the range of $30,000 to $50,000 per site depending on the elements and materials.

For additional information, refer to the following web sites:

www.gwpark.com

www.gametime.com

www.playwalls.com

- Exercise equipment – Equipment may be provided to allow travelers to do a limited amount of stretching and exercising at the rest area. A relatively small amount of exercise would be particularly beneficial to people with certain types of health issues or those traveling great distances. This type of equipment may include multi-bars, a pull-up/dip station, push up bars, a sit up board and other outdoor exercise equipment.

  Depending on site characteristics, a fitness trail that targets key fitness aspects such as stretching, balance, and coordination may be appropriate. In other situations, a fitness station with multiple activities in one location may be appropriate.

  The cost to provide fitness and exercise features varies, but is generally in the range of $30,000 to $50,000 per site depending on the elements and materials.

  For additional information refer to the following web site:

  www.triactiveamerica.com

- Intelligent transportation system (ITS) communications – The use of ITS technologies to provide traveler information at rest areas has been explored by other states and agencies around the country. The primary application of this technology

that has been explored is to provide real time information about parking availability (particularly truck parking) at downstream rest areas.

The Connecticut Department of Transportation (ConnDOT) operates an extensive ITS system along all its major highway corridors. ConnDOT investigated the potential use of ITS technology with rest areas, primarily related to truck parking information, in a study published in April 2001.

The study determined that the use of variable message signs or other electronic display boards to provide real time information regarding parking space availability was not beneficial. The primary reasons were 1) the continuous need to monitor rest areas and 2) the status of parking availability changes so frequently as to render information outdated very quickly.

Even if the information given to drivers regarding parking availability at upcoming rest areas is accurate at that moment, the availability may change by the time that driver arrives at the rest area.

ConnDOT also found that nearby states (New York, New Jersey, Rhode Island, and Massachusetts) had indicated similar experience with this situation and had no immediate solutions.

- Visitor and tourist information – including brochures, maps, audiovisual presentations (movies, guided tour), self guided tours, educational activities may be provided at rest areas. This information can promote education and increase tourism by highlighting historical, cultural, or recreational areas or points of interest unique to the surrounding area. The information and methods for its presentation should be developed in coordination with the Utah Office of Tourism, county and city officials, and other local community groups.
- Wireless Internet - Many states are offering Wi-Fi access at their rest area and visitor/welcome center facilities for use by the public. The feedback from agency representatives and motorists has been overwhelmingly positive.

  The service provides motorists with free access to such items as road maps, weather and road condition information, tourist information, and travel and safety tips. Additional internet access, beyond the initial road information page, is often offered to motorists via subscription with a third party internet provider.

  A key element of this feature is that all equipment, maintenance and technical support is generally provided by the third party internet provider at no cost to the state. In some instances, a percentage of the profits from subscriptions are paid to the department of transportation.

  The primary purpose of the feature is to make real time traveler information available to the motoring public free of charge and in a manner that encourage drivers to make regular stops and return to the road rested and more alert.

  The feature also provides additional opportunities for such items as video surveillance as well as upload and download capabilities for maintenance personnel, highway patrol officers, and other official purposes.

Appendix 2E: UDOT Drowsy Driver Signage Crash Data Summary

UDOT Drowsy Driver Signage Crash Data Summary

The following is a summary of data related to the installation of drowsy driver signage installed on I-80 between Wendover, NV (Mile Post 0.0) to Mile Post 77.0 in November 2004.

UDOT performed an assessment of crash data (1999 through 2004) for this segment of interstate and found the following:

- Annual Number of Crashes **145**
- Annual Number of Fatalities **9**
- Annual Number Injury Crashes **95**

UDOT conducted a follow-up assessment following installation of the signs using crash data from 2005 with the following findings:

- Number of Crashes **100** **Down 32%**
- Number of Fatalities **2** **Down 82%**
- Number of Severe Injuries **47** **Down 50%**

Additional assessment should be conducted to further validate the substantial reduction in crashes, fatalities, and severe injuries related to the signage.

The signs are generally installed in a series of three signs, with the initial advanced sign displaying the message “DROWSY DRIVING CAUSES CRASHES”

The second sign displays the message “DROWSY DRIVERS NEXT EXIT 5 MILES”

The third sign displays the message “DROWSY DRIVERS PULL OVER IF NECESSARY”

For additional information contact Rob Clayton, UDOT Traffic and Safety; robertclayton@utah.gov; 801-964-4521.

Initial Advance Drowsy Driver Sign

Second Advance Drowsy Driver Sign

Third Advance Drowsy Driver Sign

Appendix 2F: Rest Area/Welcome Center Off-Interstate Public Private Partnerships

Definition

Rest Area Off-Interstate Public/Private Partnership (ROP3) are rest area, welcome center or interpretive center facilities located off interstate right-of-way that is developed and maintained through a public/private partnership. The public private partnership may consist of state and local agencies, non-profit organizations and/or private businesses entities.

Purpose

The purpose of a ROP3 is two fold:

1. An avenue for state and local agencies to promote economic growth through cultural experiences. The rest area may be a tourist center, welcome center, or interpretive center and may have other features such as viewing areas, pedestrian walkways, small parks with scenic landscaping, rehabilitated historic transportation buildings, and archeological interpretive signs and exhibits.
2. Offset construction and maintenance costs associated with standard rest areas by including local and state agencies, non-profit organizations, and other private organizations in funding and operating a rest area.

Examples

Examples of these types of facilities are found in other states. Each state has funded and operated their facilities differently. All three of the facilities were constructed, in part, with federal highway funds. Below are three examples of ROP3 facilities located Nebraska, North Dakota and Iowa. Note all three examples are maintained by non-profit organizations.

Nebraska – Corps of Discovery Welcome Center

The 2,500 square-foot, wood-framed Corps of Discovery Welcome Center is situated on Pan-American U.S. Highway 81, the first highway through the United States linking Canada and Mexico—making this a transportation corridor of significant economic importance.

The Welcome Center, located three miles from Yankton, SD, overlooks the scenic Missouri River Valley. Federal Transportation Enhancement (TE) funds were used towards the construction of the facility, interpretive displays and an electronic traveler information system.

The welcome center also includes a tourism information desk, offices for welcome center staff, telephones, and restrooms. Future plans call for the establishment of an arboretum and native plant identification area. The center would not have been built had it not been for the collaboration and support of thirty local, regional, state and federal organizations in Nebraska and South Dakota.

The welcome center is maintained by the Lewis & Clark Natural Resource District (NRD). The NRD is not allowed to use tax money to maintain the center. Funds for maintaining the center are generated by the center. The operating budget for the welcome center is approximately $65,000 per year. The Center averages about sixty visitors a day. The center generates funds through the following avenues:

- 30% mark-up on consignments. Consignments include crafts and paintings.
- Indoor advertising for local businesses. This includes brochure display space and wall space for advertisements.
- Grants from the Nebraska Department of Tourism.

Contact Information
Tom Moser, Manager
Lewis & Clark Natural Resources District (NRD)
(402) 254-6758
lcnrd@hartel.net

North Dakota – Lewis & Clark Interpretive Center

The Lewis & Clark Interpretive Center, located along US 83 in North Dakota, provides an overview of the Lewis & Clark Expedition, with special emphasis on their time spent at Fort Mandan during the winter of 1804-1805.

Many Native American artifacts are on display, including an authentic wood canoe carved from the trunk of a large cottonwood tree that demonstrates the winter preparations the Expedition made while at Fort Mandan. There are also exhibits on the history of steamboat travel and fur trade that took place around Fort Clark, a trading post built in the 1830s. Nestled near the Missouri River, two miles from the Center, is a model of Fort Mandan that helps visitors imagine the winter Lewis and Clark spent in the area.

The Fort Mandan Lewis and Clark Foundation, working through the North Dakota Parks and Recreation Department, financed much of the interpretive center and its exhibits with two Transportation Enhancements awards. The first was used to construct the 5,500 square foot facility and the second provided funds to double its size, adding new exhibit space, an office area and a large meeting room. The Fort Mandan reconstruction was financed through other sources.

The Lewis & Clark Interpretive Center is maintained by the Lewis & Clark Fort Mandan Foundation a non-profit organization. Funds for operating the center are generated through the following activities:

- Charged admittance.
- Profits from Gift Shop.
- Grants from National Park Service and other agencies.

Contact Information
David Burlag, President
Lewis and Clark Fort Mandan Foundation
(701) 462-8535
info@fortmandan.org
http://www.fortmandan.com

Iowa – Top of Iowa Welcome Center
In 1998 the Iowa Department of Transportation Iowa (DOT) completed a welcome center and rest area along Interstate 35 just south of the Minnesota border. The Center was constructed off interstate right-of-way and is estimated to serve approximately 635,000 visitors per year.

Iowa DOT teamed with Iowa Department of Economic Development (IDED) on the project. In addition, Iowa DOT looked to include a private partner. Iowa DOT solicited proposals for a private partner on the project and after negotiations signed a formal partnership agreement with The I-35/105 Welcome Center Inc. (a private non-profit organization). The I-35/105 Team consisted of area businesses and community leaders in north central Iowa. They owned property adjacent the interstate right-of-way near the south bond exit of I-35.

Financial contributions from the partners for rest area welcome center totaled $2.5 million. The I-35/105 Welcome Center Inc. and IDED both contributed $350,000 each. Iowa DOT contributed $1.8 million.

Advantages to the partnership include:

- New rest area at gateway to Iowa
- Expedite rest area development by sharing costs & resources to reduce DOT construction & maintenance costs
- One building serving both directions provides construction & maintenance economies
- New facility meets ADA requirements
- Provide additional traveler services not previously available at rest areas (locally & statewide)
- Spur economic development & increase tax base near rest area
- Private industry subsidizes rest area function
- Safety benefits from increased truck & car parking

Disadvantages to the partnership include:

- One building serving both directions generates some out-of-distance travel
- Additional traffic on local roads from the interchange to rest area entrance
- Additional commercial development near the rest area may compete with existing local businesses

Because of controversy associated with The I-35/105 Welcome Center Inc. selling property adjacent to the rest area site to a private agricultural based conglomerate that planned to develop the property with a fast food restaurant, convenience store, motel and craft and antique mall, the Iowa Legislature passed a bill that prohibited this type of partnership in the future.

The bill stated “that private persons, firms, or corporations entering into an agreement with Iowa DOT cannot develop, establish, or own any commercial business located on land adjacent to the rest area that is subject to the agreement. The interstate rest area must also be located entirely on the interstate right-of-way, including - but not limited to - all entrance

and exit ramps; all rest area buildings, including information centers; and all parking facilities. The bill also stated that Iowa DOT money and resources cannot be used for any other type of interstate rest area."

Iowa DOT owns the building, well and parking facilities. The sewage lagoons are owned by the I-35/105 Welcome Center Inc. Cost for design and construction were shared between all three parties. The I-35/105 Welcome Center Inc. is required to maintain and operate the Center from Iowa DOT for a period of 30 years. This includes janitorial service, trash removal, snow plowing, and grounds maintenance.

FHWA was involved in the project and committed to make it work. They were involved with the following two issues:

1. First, because the rest area was not within interstate right-of-way the site needed to be designated an official interstate rest area accompanied by the appropriate blue-and-white signs. They resolved this by making some design modifications, which allowed the site to be designated an official interstate rest area.
2. The second issue involved providing direct access to and from rest rooms without passing through commercial business areas. This was addressed by modifying the traffic flow within the parking area and restricting access to the site.

Amenities and services associated with the welcome center include the following.

Amenities:

- Iowa Gift Shop
- Maps
- Travel Guides
- Calendar of Events
- Hunting and Fishing Information
- Community Brochures
- Lodging Coupons
- Camping and Trails Information
- Public Service Bulletins
- Community Events
- Antique Guides
- Cultural Attractions
- Elevator
- Historical Attractions
- Mail Service
- Picnic Area with Charcoal Grills
- RV Dumping Station
- Vending Services
- Telephones
- Pre-Paid Phone Cards
- Internet Access
- Fax Machine
- Copy Machine
- Microwave

Services:

- Weather Information
- Road Conditions
- Detour Information
- Telephones
- Calling Cards
- Internet Access
- Vending Machines
- Elevator
- RV Dumping Station
- Picnic Areas
- Charcoal Grills
- Trash Containers

Contact Information
Will Zitterich, Asst. Director of Office of Maintenance
Iowa Department of Transportation
(515) 239-1396
William.zitterich@dot.iowa.gov

For a more complete commentary of the project and access to their web site see http://www.tfhrc.gov/pubrds/septoct98/barn.htm.
http://www.topofiowa.com/index.htm

Appendix 3A: Idaho Transportation Department Consultant Program Manager SOQ

IDAHO TRANSPORTATION DEPARTMENT

REQUEST FOR STATEMENT OF INTEREST

FOR

REST AREA IMPROVEMENTS PROJECT MANAGER

April 13, 2007

REQUEST FOR STATEMENT OF INTEREST

Table of Contents

The following items are not included in this package, but can be located at the following web sites:

Sample Professional Agreement and Consultant Agreement Specifications
http://www.itd.idaho.gov/design/cau/forms.htm

Consultant CADD Specifications (Attachment No. 1)
http://www.itd.idaho.gov/design/cadd/descadd.htm

GENERAL INFORMATION

PROPOSAL

The Idaho Transportation Department (ITD) is seeking qualified and experienced respondents from interested firms to submit a statement of interest for providing project management services for the Rest Area Improvements program. The services will include negotiation and administration of professional agreements with other consultants to develop rest area projects in compliance with Federal, State and Local Rules and Regulations.

GENERAL TERMS

This Statement of Interest (SOI) does not commit ITD to enter into an agreement or to pay any costs incurred in the preparation of this proposal or in subsequent negotiations.

REVISIONS TO SOI

All addenda to this solicitation will be posted on the Consultant Administration Unit Web page. No notice will be given by mail.

RESERVATION OF RIGHTS BY ITD

The issuance of this SOI does not constitute an assurance by ITD that any contract will actually be entered into by ITD and expressly reserves the right to:

- Waive any immaterial defect or informality in any response or response procedure
- Reject any and all proposals
- Reissue the Request for Statement of Interest
- Invite additional respondents to the proposal
- Request additional information and data from any or all respondents
- Extend the date for submission of responses
- Supplement, amend, or otherwise modify the SOI and cancel this request with or without the substitution of another SOI
- Disqualify any respondent who fails to provide information or data requested herein or who provides inaccurate or misleading information or data
- Disqualify any respondent on the basis of any real or apparent conflict of interest

By responding to this proposal, each respondent agrees that any finding by ITD of any fact in dispute as to this proposal or the responses thereto shall be final and conclusive except as provided herein.

CONFLICT OF INTEREST

By the submission of a SOI, the Consultant agrees to ensure that, at the time of contracting, the Consultant will have no interest, direct or indirect, that would conflict in any manner or degree with the performance of the Consultant's obligations under the Agreement. The Consultant shall further covenant that, in the performance of the contract, the Consultant shall not employ any person, or subcontract with any entity, having any such known interest.

NON-COMPETE AND CONFIDENTIALITY CLAUSE

Entering into an agreement to provide project management services for the Rest Area Improvements program would exclude the Consultant from performing any other services under this program during the life of the agreement, and the Consultant will be required to sign a confidentiality clause.

EEO REQUIREMENTS

Respondent, by submission of a proposal, agrees to not discriminate against any worker, employee, application subcontractor or any member of the public because of race, color, gender, age, national origin, or disability, or otherwise commit an unfair employment practice and further agrees to comply with all Federal, State, and Local equal employment opportunity requirements.

DBE PARTICIPATION REQUIREMENTS

For these services, the Consultant will not be required to meet a specific DBE utilization. The consultant is encouraged to utilize the services of women and minorities in accomplishing the tasks or providing the services. For further information regarding DBE participation requirements, call the ITD EEO Office at (208) 334-4442. A directory of DBE companies currently certified by the State of Idaho may be viewed at the following web site: http://itd.idaho.gov/civil/dbeforms.htm

FINANCIAL REQUIREMENTS

Prior to negotiating an agreement, the selected consultant and their subconsultants will be required to submit certified hourly rates and their last years' financial information and overhead schedule in accordance with the Federal Acquisition Regulations (FARs) and the ITD *Overhead Guidelines for Consultants*. (To obtain a copy of the *Overhead Guidelines for Consultants,* please call Holly McClure at (208) 334-8486.)

PROPRIETARY MATERIAL

ITD assumes no liability for disclosure of proprietary material submitted by respondents. Proposal submittals shall be considered public documents under applicable state law except to the extent portions of the submittals are otherwise protected under applicable law.

EVALUATION CRITERIA

An Evaluation Committee will evaluate and determine the individual and comparative merits of each of the proposals received. It is the responsibility of the Consultant to ensure that it complies with this SOI and provides the information requested. If the Consultant fails to provide any information requested in this SOI, such failure may result in either a lowered evaluation score of the SOI or disqualification of the SOI.

CONTACT INFORMATION

All questions concerning the procedures of this statement of interest shall be directed to Nestor Fernandez at (208) 334-8495, or faxed to (208) 334-8025.

All project specific questions shall be directed by e-mail to Kyle Radek at kyle.radek@itd.idaho.gov No questions will be accepted by telephone. All questions will be responded to by e-mail, within two days of receipt of the question(s).

Interested firms are encouraged to submit a contact e-mail address to kyle.radek@itd.idaho.gov , with a request to be included on an electronic mailing list. Firms on the mailing list will receive copies of the response to all project questions submitted. All questions and answers will be confidential, and no firms will be identified in the responses. This service is provided so all consultants will have equal access, and consistent information is given to all.

No project specific questions will be accepted after March 11, 2005.

PREPARATION INSTRUCTIONS

Proposals must conform to the following instructions. Any non-conforming proposal will be rejected.

Five complete copies of the proposal must be received by 4:00 p.m. MST on March 17, 2005. ITD will not accept copies sent by FAX. Proposals must be submitted in a sealed envelope or package with the project name, and the consultant's name and address clearly indicated on the envelope or package. Proposals must be in the actual possession of ITD on or prior to the above noted time and date, and at the location indicated below. Late proposals will not be considered, and will be returned to the consultant.

Proposals shall be sent to: Nestor Fernandez, P.E.
Consultant Administration Engineer
Idaho Transportation Department
P.O. Box 7129 (3311 W. State St., Room 214)
Boise, ID 83707-1129 (Boise, ID 83703-5881)

Do not <u>mail</u> your proposals to the street address. The Post Office will only deliver to the PO Box address. Use the street address only for overnight delivery by Fed Ex, etc.

Statements of Interest will be evaluated and, as part of the selection process, the top-ranked firms may be required, at their expense, to give a presentation and/or answer interview questions.

If your firm is selected and approved, negotiations will begin. If negotiations break down with a selected Consultant, thy will be formally ended and negotiations will begin with the next ranked Consultant.

<u>FORMAT</u>

- The maximum length of the submittal shall be fifteen (15) pages.
- The introductory letter, organization chart, and resumes shall count in the page total.
- A front and/or back cover page is acceptable, and does not count in the proposal page total.
- Except as otherwise noted, pages shall be 8 1/2 x 11 inches and single sided.
- Type style shall be not more than six lines per vertical inch and not smaller than 12 point.
- Graphs and tables may have smaller type but it must be legible.

INTRODUCTORY LETTER

The introductory letter should be addressed to: Nestor Fernandez, P.E.
Consultant Administration Engineer
Idaho Transportation Department
P.O. Box 7129
Boise, Idaho 83707-1129

The introductory letter should introduce the Consultant's submittal, identify the Project Manager, list a contact telephone number, and include a statement confirming the commitment of the Project Manager and key personnel identified in the submittal to meet ITD's quality and schedule expectations. If any subconsultants or DBE companies are to be utilized, identify each one and include their work tasks, and a contact name and telephone number. The Consultant shall include his/her acceptance of the terms and provisions of the Sample Agreement located at http://www.itd.idaho.gov/design/cau/forms.htm and indicate willingness to execute said agreement.

1.0 PROPOSAL

It is essential that the consultant provide an adequate staff of experienced personnel or subconsultants capable of and devoted to the successful accomplishment of work to be performed under this contract. The specific individuals or subconsultants listed in the proposal, including Project Manager, shall be assigned to the key positions and shall not be removed or replaced without the prior written approval of ITD. Replacement personnel submitted for approval must have at least equal qualifications, experience and expertise as those listed in the proposal.

CRITERIA 1. COMPANY EXPERIENCE AND QUALIFICATIONS

(Complete for Consultant)

Describe the company's capabilities to manage rest area improvement projects. Provide descriptions of similar projects, where the consultant successfully completed project management services within the last five (5) years. Provide detailed information including dates and specific services provided by the consultant. List three (3) verifiable professional services references with a contact person and phone number.

CRITERIA 2. PROJECT MANAGEMENT

(Complete for Consultant)

Identify the proposed project manager who will be responsible for the quality and timeliness of the work. Also identify the proposed individual (must be located within Boise-Nampa metropolitan area) who will be responsible for the day-to-day operations of the consultant team and will be the primary contact person for immediate response to ITD. This may be the same person or different individuals. Provide a brief summary of experience, qualifications and contract requirements and specifications indicating Idaho professional registration (if applicable) for each person identified.

CRITERIA 3. RESOURCES AVAILABLE

(Complete for Consultant and each Subconsultant if proposed)

List office equipment, applicable software and personnel available to perform the services as described in the Scope of Work.

CRITERIA 4. KEY PERSONNEL

(Complete for Consultant and Subconsultant if proposed)

Identify the proposed key personnel and describe each person's role and duties to satisfactorily perform the work. Provide a brief summary of experience and qualifications, including Idaho professional registration (if applicable) for each person identified. Submit an organization chart of the personnel with their roles and their office locations.

CRITERIA 5. PROJECT UNDERSTANDING

Provide a description of services, **in a minimum of three (3) pages,** demonstrating knowledge, methodology, policies and procedures for accomplishing this type of service as outlined in the Scope of Work. List the reference materials and engineering practices to be employed. Identify all items the consultant expects the State to provide. Discuss the governing regulations and design standards applicable to this type of project.

CRITERIA 6. PROJECT CONTROL

Describe the Consultant's procedures for scope change control, schedule and cost control and quality control.

STATEMENT OF INTEREST EVALUATION CRITERIA

	CRITERIA	RATING	WEIGHT	SCORE
	STATEMENT OF INTEREST FORMAT *Appearance, Follow Instructions, Professional*		x 1.0	
CRITERIA 1.	COMPANY EXPERIENCE/QUALIFICATIONS *Company Qualifications, Recent Experience, References*		x 3.0	
CRITERIA 2.	PROJECT MANAGEMENT *Experience, Qualifications*		x 4.0	
CRITERIA 3.	RESOURCES AVAILABLE *Equipment, Software, Personnel*		x 2.0	
CRITERIA 4.	KEY PERSONNEL *Experience, Qualifications and Organization Chart*		x 2.0	
CRITERIA 5.	PROJECT UNDERSTANDING *Demonstrated Knowledge and Methodology, References, Regulations and Standards*		x 2.0	
CRITERIA 6.	PROJECT CONTROL *Scope Control, Schedule and Cost Control, Quality Control*		x 3.0	
	TOTAL SCORE			

RATING POINTS:
5.0 – Excellent
4.0 – Good
3.0 – Satisfactory
2.0 – Marginal
0.0 - Unsatisfactory

SCOPE OF WORK

INTRODUCTION

The Project Manager must, by the very nature of this assignment, be very knowledgeable about rest area projects, and likewise be very well versed in all areas of engineering, construction and contract administration. The Project Manager will then need to be pro-active in self training of ITD methods, policies and procedures.

DESCRIPTION

The consultant will provide services for project management of the Rest Area Improvement Program from start-up through the duration of the project. These services include developing an understanding of the scheduled projects, developing scopes of work, assisting in hiring and managing design consultants, and coordinating with district contacts. The consultant will work under the direction of the ITD Maintenance staff. The projects will be developed, designed and managed according to ITD processes and specifications. The project manager must have an understanding of these processes and timelines.

The work will include but not be limited to the following tasks listed below.

Task 1 – Administration

- Administer the above referenced project, ensuring that all projects are completed and accepted by the Department.
- Interpret plans, coordinate changes to the projects, assist in processing supplemental agreements, resolve disputes, and all other tasks normally handled by a Project Manager.
- Provide general administration of the Professional Services Agreement in accordance with the ITD Procedures.

Task 2 – Assess and adjust rest area project program schedules

- Work with ITD maintenance staff and office a transportation investment to evaluate and refine the Rest Area Improvement Program portion of the State Transportation Improvement Program.

Task 3 – Develop scopes of work for projects

- Develop standard scopes of work and other tools.
- Integrate architectural standards into scopes of work to provide consistent functionality while enabling the form, fit, and feel of individual facilities to compliment their unique settings.

Task 4 – Assistance hiring consultants to design projects

- Provide input to RFP development.
- Coordinate with ITD HQ staff and appropriate district staff to identify the best design consultant for each project.
- Manage funding for project design including processing ITD 1414 and 2101 forms.

Task 5 – Manage consultant work to deliver project designs to districts as scheduled

- Establish timelines / CPM with design consultants including milestones such as concept, preliminary design, and final design deliveries, reviews and approvals.
- Maintain records of work completed and process payments according to professional service agreements.
- Manage funding programmed for project construction, right-of-way, utilities, and inspection including processing ITD 1414 and 2101 forms.
- Provide regular project status reports to ITD staff.

Deliverables:

1. Standard scopes of work
2. Input for RFP development.
3. Project funding documents (ITD 1414s and 2101s)
4. Administrate Consultant agreements for design of projects
5. Project timelines
6. Project status reports

Appendix 3B: Application of Federal Transportation Enhancement Funds for Rest Areas

Introduction

The Utah Department of Transportation (UDOT) requested WCEC Engineers research the availability of and application towards utilizing Federal Transportation Enhancement (TE) Funds with the Statewide Rest Area Program. This work included the following:

1. Research how other states (up to 4), have utilized TE funds in their rest area programs.
2. Research federal requirements related to the use of TE funds for rest area enhancements.
3. Recommendations related to the potential application of TE funds for Utah rest areas, welcome centers, and view areas.

This Technical Memorandum summarizes the findings and recommendations of the work outlined above.

Application of Enhancement Funds for Rest Areas in other States

Overview
WCEC Engineers contacted and conducted interviews with four States who have successfully used TE funds to design and construct Welcome Centers, Visitor Centers, and Interpretive Centers that also function as rest areas. These States are Nebraska, Idaho, North Dakota, and Texas.

Although each State had a different approach in funding these centers, they all had a common theme. These projects all had significant enhancement features associated with them. Each one is unique in design and functionality. There was no standard design reproduced at different locations. Each center met at least one if not many of the 12 activities associated with TE Funding.

For example the North Dakota Lewis & Clark Interpretive Center located along US 83 in North Dakota provides an overview of the Lewis & Clark Expedition, with special emphasis on the time spent at Fort Mandan during the winter of 1804- 1805. The displays include Native American artifacts, a buffalo robe visitors will be able to try on, as well as a "cradle-board" much like the one Sakakawea may have used to carry her baby. An authentic wood canoe carved from the trunk of a large cottonwood tree demonstrates the winter preparations the Expedition made while at Fort Mandan.
Feedback from the public on these Centers has been very positive. Visitors and travelers have expressed appreciation for the unique facilities and the services they provide. Texas was concerned that the public would vandalize some of the unique features in their interpretive centers. They have found that the vandalism is less than expected. This may be attributed a better respect for the facility because of what it represents.

State Contacts
Below is a summary of the States contacted, the individual interviewed, and their respective comments. See Appendix A for a brief summary of sample projects.

Nebraska	
Contact Person	**Jim Pearson**
Title	**Transportation Enhancement Administrator**
Agency	**Nebraska Department of Roads**
Tele. #	**(402) 479-4881**

Comments:

- Centers need to have a scenic or historic attribute.
- If on Byway they look to use Scenic Byway Funds.
- Nebraska DOT likes to fund projects that other agencies or organizations will maintain and operate.
- Items the DOT considers before funding. Does the agency proposing the project have the means to maintain the facility. Does the agency or organization have a good business plan to keep it going.
- Nebraska DOT has used TE funds to provide touch screen kiosks at rest areas along I-80. The kiosks included current weather and Byways information.
- The DOT working with City's to maintain rest areas after the Department of Roads constructs the facility on state owned right-of-way. The City's appear to like this concept because it enables them to showcase themselves to travelers.
- Nebraska has completed approximately five Welcome/Interpretive Centers using TE funds.

Nebraska	
Contact Person	**Tom Moser**
Title	**Corps of Discovery /Yankton Scenic Overlook Welcome Center Manager**
Agency	**Lewis & Clark Natural Resource District (NRD)**
Tele. #	**(402)-254-6758**

Comments:

- The NRD applied for TE funds through the Nebraska Department of Roads for this welcome center/overlook.
- The NRD runs the facility.
- They have an annual operating budget of $65,000.
- They average 60 visitors a day.
- The Center is staffed with a manager and volunteers.

North Dakota	
Contact Person	**David Burlag**
Title	**President**
Agency	**Lewis & Clark Mandan Foundation**
Tele. #	**(701) 462-8535**

Comments:

- The Foundation applied for TE funds through North Dakota Department of Transportation.
- The DOT ensures a collaborative enhancement project selection process by maintaining a diversity of interests on the Selection Panel. The Selection Panel consists of four individuals, only one is with the DOT. The remaining three are from other state agencies.
- The TE funded rest area's all have an interpretive component with a theme that addresses one or more of the 12 enhancement categories.
- He is aware of three interpretive centers that have been funded with TE funds.

Idaho	
Contact Person	**Cathy Ford**
Title	**Maintenance Section**
Agency	**Idaho Transportation Department**
Tele. #	**(208) 334-8416**

Comments:

- She is involved with the maintenance and operations of the Lolo Pass Visitors Center.
- The Visitor Center was constructed using TE Funds.
- As part of the project application the State of Montana and the US Forest Service agreed to maintain the facility once it was constructed.
- The Visitors Center has interpretive exhibits dedicated to the story of the Lewis & Clark and Nez Perce Indians. It is a hub for summer and winter recreational activities.
- The Lolo visitor center serves as one of the many historical landmarks off Highway 12.

Idaho	
Contact Person	**Nathan Hestermen**
Title	**Planning & Programming**
Agency	**Idaho Transportation Department**
Tele. #	**(208) 334-8263**

Comments:

- The Idaho Transportation Department worked with their Division FHWA Administrator concerning the project. They were very supportive of the project.
- Page 19 of the Guide to Federal Aid Programs and Projects indicates that welcome centers qualify for TE funds.
- This project was a joint venture. The State of Montana maintains the facility.

Texas	
Contact Person	**Andrew Keith**
Title	**Facilities Branch Manager**
Agency	**Texas Department of Transportation**
Tele. #	**(512) 416-3054**

Comments:

- In 1999 the Texas Department of Transportation (DOT) developed a simple Rest Area Program written around the enhancement activities outlined by FHWA in A Guide to Federal Aid Programs and Projects. See Appendix B for a Copy of Texas's Rest Area Program.
- Texas DOT has constructed 20 rest areas totaling over $70 Million in TE Funds.
- Using the enhancement activities each rest area was uniquely designed to fit the area where it was constructed.
- Texas's FHWA Division Administrator is supportive of their Rest Area Program.
- Because each project has several if not many enhancement components, each project is unique. There are no two rest areas that are alike.
- The public has been very complimentary of their new enhancement based rest areas. They are appreciative of the added effort that makes each rest area unique.
- The DOT was concerned about vandalism associated with some of the unique features in the rest areas. They have found that vandalism is less than what they expected. This may be because the public respects the cultural or historical aspects of these rest areas more than what is offered in a standard rest area.

Federal Requirements for Transportation Enhancement Funds

Overview

Transportation Enhancement projects are federally funded, community-based projects that expand travel choices and enhance the transportation experience by improving the cultural, historic, aesthetic, and environmental aspects of our transportation infrastructure. FHWA has outlined 12 categories eligible for TE funding. Successful rest area/interpretive center/welcome center applications in other states have incorporated one or more of the following activities:

1. **Provision of facilities for pedestrians and bicycles.**
   Example activities include sidewalks, walkways or curb ramps, bike lane striping, shoulder improvements for designated pedestrian and bike lanes, bike parking and bus racks, and road separated bike and pedestrian infrastructure for bike lanes, bridges, and underpasses.

2. **Provision of safety and educational activities for pedestrians and bicyclists.**
   Example activities include campaigns promoting safety awareness, safety training activities and classes, and training materials.

3. **Acquisition of scenic easements and scenic or historic sites (*including historic battlefields*).**
   Example activities include acquisition of scenic lands or easements, purchase of historic properties, or buildings in historic districts including historic battlefields.

4. **Scenic or historic highway programs (including the provision of tourist and welcome center facilities).**
   Example activities include construction of turnouts, overlooks, visitor centers, welcome centers, viewing areas, designation signs, and markers.

5. **Landscaping and other scenic beautification.**
   Example activities include improvements such as street furniture, lighting, public art, and landscaping along travel corridors.

6. **Historic preservation.**
   Example activities include preservation of buildings and facades in historic districts, restoration of historic buildings for transportation-related purposes, and access improvements to historic sites.

7. **Rehabilitation and operation of historic transportation buildings, structures, or facilities (including historic railroad facilities and canals).**
   Example activities include restoration of railroad depots, bus stations, and lighthouses, rehabilitation of rail trestles, tunnels, bridges, and canals.

8. **Preservation of abandoned railway corridors (including the conversion and use *of the corridors* for pedestrian or bicycle trails).**
   Example activities include acquisition of railroad rights-of-way, planning, design, and construction of multi-use trails and rail-with-trail projects.

9. ***Inventory*, control, and removal of outdoor advertising.**
   Example activities include billboard inventories and removal of illegal and nonconforming billboards
   .

10. **Archaeological planning and research.**
    Example activities include research, preservation planning and interpretation, developing interpretive signs, exhibits and guides, inventories and surveys.

11. Environmental mitigation

To address water pollution due to highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity.

Example activities include runoff pollution studies, soil erosion controls, detention and sediment basins, river clean-ups, and wildlife underpasses.

12. Establishment of transportation museums.

Example activities include conversion of railroad stations or historic properties into museums with transportation themes, construction of new museums, and the purchase of exhibit materials.

Guiding Principals for Transportation Enhancements

FHWA gives the following guidance for tourist and welcome centers using TE funds.

ISTEA listed scenic or historic highway programs as an eligible TE activity. TEA-21 introduced the parenthetical *"including the provision of tourist and welcome centers"* and attached it to the scenic and historic highway programs activity. Although linked with scenic and historic highway programs, the eligibility for tourist and welcome centers warrants further discussion as a separate activity. Congress provided additional language to assist in interpreting its intent regarding this activity. The Conference Report language notes:

"In order to be eligible under the enhancement program, the tourist or welcome center (whether a new facility or existing facility) does not have to be on a designated scenic or historic byway, but there must be a clear link to scenic or historical sites."

The connection to a scenic site should take into account the intrinsic characteristics that make an area or site scenic as determined by a State or area commission, where one exists. Where these mechanisms are not available, the proposal should document those characteristics that give evidence of compliance with the provisions of the Conference Report language. While a tourist or welcome center does not have to be on a designated scenic or historic byway, many of the characteristics that determine what is scenic are similar to those of the scenic byways program. Activities eligible under the National Scenic Byways Program are generally eligible under TE activities. A historic site should have evidence of documented consultation and concurrence with the State Historic Preservation Officer or similar authority for determining the historicity of a particular site.

The eligibility for TE funding for the provision of tourist and welcome centers applies to both existing and new centers. This means that TE funds may be used for the construction of a new facility and/or the restoration of an existing facility. This would include those related construction actions necessary to provide the facility, such as interior fixtures and parking areas. TE funds can be used to purchase and install items, which support or interpret the scenic or historic highway program or site including brochure racks for interpretive materials or maps or kiosks. TE funds cannot be used for statewide programs, marketing, or promotion not related to the scenic or historic highway program. TE funds cannot be used for staffing, operating costs, or maintenance. TE funds should not be used to purchase items such as racks for advertising or brochures for local or national businesses.

The intent is not to use the category to simply repair and restore what are clearly rest areas. The intent is to fund those activities clearly linked to scenic or historic programs or scenic or historic sites.

The tourist or welcome center does not have to be immediately adjacent to an existing Federal-aid highway. However, where it is determined that a proposed tourist or welcome center would not be in connection with a particular Federal-aid highway, the requirement to demonstrate a relationship to surface transportation must still be taken into consideration. Additionally, evidence of a connection to

a scenic or historic site must be established. An example could include efforts and materials to direct members of the traveling public to a specific local area site deemed to be of scenic or historic significance. The visitor or welcome center should be publicly owned and open to the public. Proposals for privately owned facilities to be used for a welcome or tourist center, and leased to a public entity, should be reviewed by the FHWA division office on a case-by-case basis.

Conclusions

States around the Country have been using TE funds to design and construct welcome centers and interpretive centers. Item No. 4 of the enhancement categories was specifically developed to address needs associated tourist welcome centers**.** FHWA indicates a tourist or welcome center facility must serve travelers visiting one or more designated scenic or historic highways in the area. The term tourist or welcome center includes highway turnouts, overlooks, viewing areas, designation signs and markers related to specific scenic or historic sites, and roadwork necessary to accommodate the TE project, such as turn lanes. The connection to a scenic or historic site should take into account the intrinsic characteristics that make an area or site scenic or historic as determined by a Federal or State agency, or an area commission, where one exists. Where these mechanisms are not available, the proposal should document those characteristics that give evidence of a clear link to a specific scenic or historic site.

All States contacted by WCEC Engineers were using TE funds to construct welcome centers and interpretive centers as defined by Item No. 4 Scenic or historic highway programs (including the provision of tourist and welcome center facilities).

The State of Texas has been more aggressive in using TE funds to address their rest area needs. They have developed a Rest Area Program that is centered around the 12 enhancement categories outlined by FHWA. This has enabled Texas to construct over 20 rest areas using over $70 Million in TE funds.

These rest areas are unique and “take into account the intrinsic characteristics that make an area or site scenic” and also incorporate many of the other enhancement categories. For instance where possible they may incorporate ADA pedestrian walkways and bike paths into the facility along with landscaping and other scenic beautification. They may also incorporate historical preservation and documentation measures that help educate the public.

These rest areas have had great public support. Instead of just a place to rest the traveling public is educated by these facilities. They tend to appreciate the facilities more because they are enlightened by them.

Recommendations

After contacting representatives in Texas, Idaho, Nebraska and North Dakota WCEC recommends the following be considered for application of TE funds for rest areas, welcome centers, and view areas.

1. The Rest Area Program be centered around addressing the 12 Enhancement Categories outlined by FHWA.

2. Work closely with FHWA to develop support for the Program.

3. Work to involve other federal and local agencies in maintaining these facilities once they are constructed.

Appendix 3C: FHWA Interstate Oasis Program

Federal Register / Vol. 71, No. 201 / Wednesday, October 18, 2006 / Notices 61529

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

[FHWA Docket No. FHWA–2006–23550]

Interstate Oasis Program

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice.

SUMMARY: The FHWA is issuing this approved final Interstate Oasis Program policy document. Section 1310 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA–LU) (Public Law 109–59, August 10, 2005) requires the Secretary of Transportation to develop standards for designating certain facilities as Interstate Oases and to design a uniform logo for such designated facilities. After consideration of public comments on a draft program and policy document, the FHWA has finalized the policies for the Interstate Oasis program.

DATES: *Effective Date:* October 18, 2006.

FOR FURTHER INFORMATION CONTACT: Mr. Hari Kalla, (202) 366–5915, Office of Transportation Operations, HOTO, or Mr. Robert Black, Office of the Chief Counsel, HCC–30, (202) 366–1359. The FHWA office hours are from 7:45 a.m. to 4:15 p.m. e.t., Monday through Friday, except Federal holidays. The offices are located at 400 Seventh Street SW., Washington, DC 20590.

SUPPLEMENTARY INFORMATION:

Electronic Access

An electronic copy of this notice may be downloaded Bulletin Board Service from the Office of the Federal Register's home page at *http://www.archives.gov* and the Government Printing Office's Web site at *http://www.access.gpo.gov*. An electronic version of the Interstate Oasis program document may be downloaded at the FHWA Web site: *http://mutcd.fhwa.dot.gov/res-policy.htm*.

Outline

Background on the Interstate Oasis Program

Prior to the enactment of SAFETEA–LU, the FHWA was in the process of investigating a number of issues relating to rest areas on the Interstate System, in response to a provision in the Joint Explanatory Statement of the Committee of Conference (House Report 106–355) that accompanied the Department of Transportation and Related Agencies Appropriations Act, 2000 (Pub. L. 106–69, 113 Stat. 986). Of particular concern is the limited availability in some areas of sufficient opportunities for road users to stop and rest that created safety concerns related to increased driver fatigue. Insufficient truck parking has also been found to be a significant problem in some States at rest areas on the Interstate system, on local road systems near interchanges with Interstate highways, and at adjoining businesses. Commercialization of existing Interstate highway public rest areas to allow private firms to provide services such as those found in "service plazas" on many toll roads and turnpikes, in exchange for private responsibility for maintenance and operation of the rest areas, has been advocated by some States and by the American Association of State Highway and Transportation Officials (AASHTO) to reduce the financial burden of maintaining public rest areas. However, such commercialization is not authorized by current laws and regulations and is strongly opposed by business interests located off the Interstate system.

In August 2005, SAFETEA–LU was enacted. Section 1310 of SAFETEA–LU, entitled "Interstate Oasis Program," requires the FHWA to establish an Interstate Oasis program and, after providing an opportunity for public comment, develop standards for designating as an Interstate Oasis a facility that, at a minimum, offers products and services to the public, 24-hour access to restrooms, and parking for automobiles and heavy trucks. Section 1310 also requires the FHWA to design a logo to be displayed by a designated Interstate Oasis facility. Further, Section 1310 requires that, if a State elects to participate in the Interstate Oasis program, any facility meeting the standards for designation shall be eligible for designation as an Interstate Oasis.

The Interstate Oasis program is also expected to help further the goals of the Secretary of Transportation's new National Strategy to Reduce Congestion on America's Transportation Network, announced on May 16, 2006.[1] We anticipate that the Interstate Oasis program will increase the availability of truck parking, thereby reducing the occurrence of truck parking on the shoulders of Interstate highways that could be contributing to congestion.

Actions Taken to Date

On February 27, 2006, the FHWA published a notice in the **Federal Register** (71 FR 9855), providing a draft policy for the Interstate Oasis Program, posing nine specific questions to help refine and finalize the program, and requesting public comments (FHWA Docket No. FHWA–2006–23550). After careful analysis of all comments received, the FHWA has decided to finalize and issue the Interstate Oasis Program and Policy. A variety of relatively minor changes have been made in the program and policy to add clarity and incorporate suggested improvements from insightful comments regarding the draft. Also, the final Interstate Oasis Program and Policy reflects the legislated requirements of Section 1310 of SAFETEA–LU by use of the word "shall" where appropriate. The FHWA intends that the Interstate Oasis Program and Policy in its entirety be considered as the criteria for designating and signing a facility as an Interstate Oasis.

Comments and Responses on the Draft Interstate Oasis Program

The following discussion is a summary of significant comments received on the draft program document and the specific questions posed in the February 27, 2006, notice and the FHWA's responses on how the concerns and/or issues raised were considered and addressed.

We received comments from 39 entities, including eight national associations, 13 State transportation agencies, one State environmental agency, one State social services agency, one local government agency, three private companies, and 12 private individuals. The national associations included the Advocates for Highway and Auto Safety (AHAS), the American Association of State Highway and Transportation Officials (AASHTO), the International Association of Chiefs of Police (IACP), the Motorist Information Services Association (MISA), the National Association of County Engineers (NACE), the National Association of Truck Stop Operators (NATSO), the National Federation of the

[1] Speaking before the National Retail Federation's annual conference on May 16, 2006, in Washington, DC, former U.S. Transportation Secretary Norman Mineta unveiled a new plan to reduce congestion plaguing America's roads, rail, and airports. The National Strategy to Reduce Congestion on America's Transportation Network includes a number of initiatives designed to reduce transportation congestion. The transcript of these remarks is available at the following URL: *http://www.dot.gov/affairs/minetasp051606.htm*

Blind (NFB), and the Owner-Operator Independent Drivers Association (OOIDA).

Many comments were general in nature and are summarized and addressed collectively under the General Comments heading. Many comments included recommendations related to one or more of the potential eligibility criteria, certain potential signing practices, or recommended educational and marketing efforts, in response to the language of the draft program policy and/or the specific questions posed in the February 27, 2006, notice. These comments are summarized and addressed under the Eligibility Criteria, Signing, and Education and Marketing headings, as appropriate.

All comments and recommendations have been read and considered by the FHWA. A number of the comments received focused on the trend for some States to consider closing some of their public rest areas due to economic or other issues and expressed concerns that the designation of Interstate Oasis facilities off the Interstate highway rights-of-way might encourage further closures of public rest areas. Interstate Oases are not intended to replace public rest areas, and these concerns are beyond the scope of this effort and have not been addressed in this document.

General Comments

Many commenters expressed overall support for the program. They generally recognized and noted the potential benefits of the program, such as increased opportunities for stopping and using restroom facilities without the obligation to purchase anything, increased parking for heavy trucks to enable drivers to rest for up to 10 hours to satisfy legal requirements,[2] and improved safety due to reductions in driver fatigue accruing from the increased stopping opportunities.

Only four comments received can be characterized as in general opposition to this program. The NFB and the Louisiana Department of Social Services opposed the program because of the potential impacts to blind individuals who operate vending machines at public rest areas under the priority provisions of the Randolph-Sheppard Act (20 U.S.C. 107 *et seq.*) This concern, which is related to potential closures of public rest areas, is beyond the scope of this effort and has not been addressed in this document.

[2] The Federal Motor Carrier Safety Administration (FMCSA) regulates maximum hours of service by certain motor carriers and drivers. The regulations are contained in 49 CFR 395.

The Iowa Department of Transportation (IA DOT) opposed the program, stating a lack of need for it in view of the existing Specific Services Signing program for food, gas, and lodging, and the anticipated pressure on the agency to participate in the program if it is established. One individual opposed the program on the basis of concerns that truck stops are "scary places" for females. The FHWA believes that the eligibility criteria will result in various types of establishments, not just truck stops, being designated as Interstate Oases and that the States will assure that designated facilities provide a reasonable degree of safety and comfort for all users.

The AASHTO, AHAS, and Minnesota Department of Transportation (MN DOT) suggested that the policy should put more emphasis on the safety benefits of the program in providing for truck parking and driver rest. In response, the FHWA has added a paragraph to the program and policy to clarify its purpose.

The NACE expressed concern about the possible impacts of the program on local road agencies such as county governments, in terms of heavy truck traffic on local roads to access an Oasis, added workload for the local government if it is involved in the review and decisionmaking process for designation of a facility as an Oasis, and possible costs for trailblazing signs along local roads. The FHWA believes that States electing to participate in the Interstate Oasis program will work with their local government agencies as appropriate to ameliorate any of these potential impacts associated with local roads.

Comments on Eligibility Criteria

Maximum Distance from Interchange: There was not a clear consensus among the commenters regarding the proposed normal maximum distance of 3 miles from an interchange. Ten commenters were in favor of that distance while eight stated a preference for 1 mile, three suggested ½ mile, two favored some unspecified distance less than 3 miles, and one preferred some unspecified distance greater than 3 miles. Most commenters supported flexibility for States to extend the maximum distance in unusual circumstances, such as in very sparsely developed rural areas where the nearest eligible facility is not within 3 miles from the exit but road users would nevertheless benefit from the opportunity to park, use rest rooms, and rest to reduce fatigue, even if they must travel more than 3 miles off the Interstate highway to reach the Oasis. Many who supported the flexibility to extend the distance beyond 3 miles recommended signs on the ramp indicating the mileage to the Oasis and trailblazing signs along the access highway.

The FHWA believes that 3 miles is a reasonable maximum distance under most conditions and retains 3 miles as the normal maximum. The FHWA also believes the public will benefit from allowing extensions of this distance in some cases and therefore has added a provision to allow the States to consider greater distances, in 3-mile increments up to 15 miles, in such unusual rural circumstances. This approach is similar to that allowed for eligibility in the Specific Service Signing program. Distances on ramp signs and trailblazing on the access route are discussed under the Signing heading.

Adequacy of Access Route to Oasis: The draft policy stated that an Oasis facility must be safely and conveniently accessible, as determined by an engineering study, via highways that are unrestricted as to vehicle weight or type, size, or weight. In response to one of the questions posed in the February 27, 2006, notice, the majority of commenters indicated that more specific criteria should be stated for the States to use in their engineering studies to assess the safety and convenience of the access route.

The FHWA agrees and has modified the policy to indicate that the engineering study should take into consideration the Transportation Research Board's 2003 "Access Management Manual"[3] and the applicable criteria of AASHTO's "Policy on Geometric Design of Highways and Streets"[4] (Green Book) or, in the case of highways not on the National Highway System, the applicable State design standards. The FHWA believes that these documents contain the proper guidance and discussion of issues to consider for this kind of a study.

The AHAS objected to the draft criterion that the access route be unrestricted as to vehicle type, size, or weight, stating that this implies that current Federal and State size and weight restrictions can be disregarded for travel on access routes to Oases. The

[3] "Access Management Manual," 2003, available for purchase from the Transportation Research Board at Keck Center of the National Academies, 500 Fifth Street, NW, Washington, DC 20001, or online at *http://gulliver.trb.org/bookstore/*.

[4] "Policy on Geometric Design of Streets and Highways," fifth edition, 2004, available for purchase from the American Association of State Highway and Transportation Officials, 444 North Capitol Street, NW, Suite 249, Washington, DC 20001, or online at *https://bookstore.transportation.org/*.

AHAS further stated that this criterion would undermine or pre-empt State authority to preserve certain lower class roads from damage and safety concerns posed by certain heavy trucks.

The FHWA disagrees with that position and believes that the AHAS has misinterpreted the intent of the criterion. The policy intends that, if a State has enacted special restrictions on a particular section of highway or bridge, such as a maximum weight limit or maximum length of vehicle, that is more restrictive than what is legal in the State for unrestricted roads of that class, a facility that is accessible only via that specially restricted section or highway or bridge would not be eligible for designation as an Oasis. Some States may allow certain very heavy trucks to operate only on the Interstate and National Highway systems and not on roads of lesser classification. Such trucks would in many cases still be able to access an Oasis under rules of "reasonable access" to facilities for food, fuel, and rest as provided in the Code of Federal Regulations at 23 CFR 658.19, as long as a special weight limit, such as for a structurally substandard bridge, is not posted on the access route. We have clarified the language of the policy, indicating that the facility shall be accessible via a route that an engineering study determines can safely and conveniently accommodate vehicles of the types, sizes, and weights that would be traveling to the facility, and that the study should take into account the rules for reasonable access as per 23 CFR 658.19.

Adequacy of On-Site Circulation and Ingress/Egress: The draft policy also stated that an Oasis facility must have physical site geometry, as determined by an engineering study, to safely and efficiently accommodate all vehicles, including heavy trucks of the size and weight anticipated to use the facility. The majority of commenters indicated that more specific criteria should be stated for the States to use in their engineering studies to assess the safety and efficiency of the site geometry, including driveway access points.

The Minnesota Department of Transportation (MN DOT) recommended that a WB–62 design vehicle [5] be specified for the site assessment. The FHWA agrees with these points and has modified the policy to indicate that the engineering study should take into consideration the Transportation Research Board's 2003 "Access Management Manual," the AASHTO "Guide for Development of Rest Areas on Major Arterials and Freeways," [6] and other pertinent geometric design criteria for vehicles at least as large as a WB–62. These documents contain appropriate guidance for assessment of existing sites as well as design of new sites, and the WB–62 is the most commonly used truck size for geometric design.

Number of Parking Spaces: Seven commenters indicated that States should be given total flexibility to decide on a case-by-case basis how many parking spaces should be required for various vehicle types to qualify as an Oasis. However, 15 commenters stated that the determination of adequacy should be guided by the national criteria. Of those 15, most favored a formula-based approach rather than specific minimum numbers of spaces and some cited the AASHTO "Guide for Development of Rest Areas on Major Arterials and Freeways" as containing a well-researched formula for this specific purpose. The formula accounts for traffic volumes on the Interstate, percentage of trucks, length of stay, and other factors affecting demand.

The FHWA agrees with this approach and has modified the policy accordingly. The OOIDA and two States commented that the parking spaces at Oases should be free of charge. Although not specifically stated in the draft policy, that was intended and the FHWA has clarified the policy to specifically state that the parking spaces should be free of charge.

Required Products and Services: The draft policy stated that, to be eligible, a facility should provide a public telephone, food (vending, snacks, fast food, and/or full service), and fuel, oil, and water for automobiles and trucks. One of the questions in the February 27, 2006, notice asked whether there are other products or services that should be considered essential for designation as an Oasis. Some commenters suggested adding requirements, such as picnic tables, pet walk areas, wireless internet, cell phone service, security patrols, electrical power hookups for vehicle heating and air conditioning, etc. A few commenters suggested that requirements for food, fuel, and water should be deleted in the interest of making the Oases more like a public rest area and/or making it easier for potential facilities to qualify. Two States suggested eliminating the requirement for a public phone because of increasing cell phone use. However, the majority of commenters stated that the products and services outlined in the draft policy are appropriate, no others are essential, and individual operators of designated Oases will likely decide on their own to provide additional services or products as determined by the market.

The FHWA has decided to retain the products and services as stated in the draft policy, including public phone, and not add any others. Although cell phone use is increasing rapidly, it is by no means universal and there are many areas where cell phone service is unreliable or unavailable. Further, a public phone remains an essential service for those who do not have a cell phone.

Flexibility to Consider Combined Services of More than One Business: In response to a question posed in the February 27, 2006, notice, commenters were equally divided between allowing and not allowing States the flexibility to consider the products and services of a combination of two or more businesses at an interchange when all the criteria cannot be met by any one business at that interchange. The AASHTO, MISA, and eight State DOTs were among those opposed to this flexibility, while OOIDA, NATSO, and five State DOTs were among those in favor under at least some circumstances. Many of those in favor of flexibility recommended that the businesses be located immediately adjacent to each other and be easily accessible on foot from each other's parking lots without having to cross a public highway, such that a vehicle could park once and easily walk to obtain all services.

The FHWA believes it is in the best interest of the traveling public to allow States this flexibility and has modified the policy accordingly.

Additional State Criteria: The draft policy stated that States may impose additional minimum eligibility criteria beyond those of the national minimums. Several commenters objected to this, stating that allowing States to require the provision of additional products or services or to impose additional minimum requirements for eligibility would unduly limit participation by businesses and compromise uniformity in terms of meeting road user expectations. The FHWA agrees and has modified the policy to preclude States

[5] Information about the WB–62 design vehicle and how it is used in geometric design of highways and intersections is contained in "Policy on Geometric Design of Streets and Highways," fifth edition, 2004, available for purchase from the American Association of State Highway and Transportation Officials, 444 North Capitol Street, NW, Suite 249, Washington, DC 20001, or online at *https://bookstore.transportation.org/*.

[6] "Guide for Development of Rest Areas on Major Arterials and Freeways," third edition, 2001, available for purchase from the American Association of State Highway and Transportation Officials, 444 North Capitol Street, NW, Suite 249, Washington, DC 20001, or online at *https://bookstore.transportation.org/*.

from imposing additional eligibility criteria.

Comments on Signing

Interstate Oasis Name: In the February 27, 2006, notice, one of the questions asked whether the name "Interstate Oasis" will be readily understood by the public and identified with the types of service offered, or whether some other name for the facilities would better serve the public. Comments received on this question were nearly evenly divided. Eleven commenters, including AASHTO, favored "Interstate Oasis" while ten commenters, including NATSO and OOIDA, favored some other name. Among those favoring something other than "Interstate Oasis," there was a wide variety of suggested names but no consensus. While some suggested that the Utah or Vermont names of "Rest Stop" or "Rest Exit" should be used, others stated that such names would be confusing because they are very similar to "Rest Area" but the facilities are much different from public rest areas. The California and Pennsylvania DOTs expressed concern that the word "Interstate" in the program name would preclude its application to non-Interstate freeways.

The FHWA believes that Interstate Oasis will, after an introductory acclimation period, become familiar to and understood by road users. The FHWA also believes the program should be limited, at least initially, to Interstate highways as directed in the SAFETEA–LU Section 1310 language. Therefore the FHWA retains the "Interstate Oasis" as the program name and signing designation.

Symbol or Logo: In response to the question about what symbol (logo) should be used to indicate an Interstate Oasis, 15 commenters, including AASHTO and 4 State DOTs, favored the use of some symbol. Eight of those 15 commenters suggested a palm tree, while others suggested a wide variety of different logos. Four of the 15 commenters recommended that the symbol should not be used alone and that it should be accompanied by words as an educational measure until the symbol becomes widely known. Seven commenters, including the AHAS, MISA, and three State DOTs, pointed out that any new symbol for use on official traffic signs cannot be adopted by FHWA unless the Manual on Uniform Traffic Control Devices (MUTCD) [7] is revised to include the new symbol, and that MUTCD revisions can only be made via the rulemaking process outlined in the Administrative Procedure Act (5 U.S.C. 551 et al.). Some commenters also recommended that human factors evaluations be conducted before a new symbol is proposed for addition to the MUTCD, in order to assure that a new symbol is optimized for conspicuity and legibility at freeway speeds.

The FHWA believes that the symbol to represent the Interstate Oasis should be some form of one or more palm trees, as eventually determined by human factors evaluations of various potential designs. However, the FHWA agrees that after such evaluations and refinement, the FHWA would propose to include the symbol in the MUTCD for use on guide signs through the rulemaking process. Therefore, the FHWA has determined that, for initial implementation by States, only the word message "Interstate Oasis" should be used on guide signs to indicate an exit with one or more Oasis facilities. The policy has been modified accordingly.

Signing on the Freeway: Several commenters expressed concerns about multiple methods of signing to denote the availability of an Oasis at an exit and the potential for the lack of a single uniform signing method to result in road user confusion or safety impacts. Many commenters specifically objected to the proposed signing option to use a "patch" on Specific Service sign business logos to denote designation as an Interstate Oasis. It was noted that the FHWA has already provided Interim Approval for use of a 12-inch circular yellow "patch" with the letters "RV" on business logos on gas, food, lodging, or camping Specific Services signs for businesses that meet "RV-friendly" criteria.[8] The patch is placed partly on the business logo and partly on the blue background of the larger sign panel. Concerns were expressed that extension of this concept to Interstate Oases and possibly for other purposes in the future would unduly clutter the Specific Services signs and compromise sign legibility and understanding by road users.

Also, one of the questions posed in the February 27, 2006, notice asked whether States should have the flexibility to include the name or logo of a business designated as an Oasis on a separate advance sign and, if such sign is provided, should the business be disqualified from having their business logos on any Specific Service signs at the interchange. Most responses to this question indicated that the States should have the flexibility to allow the business name or logo on any separate advance sign indicating availability of an Interstate Oasis at the exit and that the business should not be disqualified from the Specific Services signing program.

In consideration of the comments received and its own experience in signing, the FHWA has revised the final policy to eliminate the patch signing concept and simplify the signing elements. The FHWA has decided that States should not include the names or logos of the Oasis businesses on the separate advance sign, because such elements would lead to significant increases in the potential for information overload, particularly at interchanges with multiple designated Oases. The recommended practice, if adequate sign spacing allows, is for a separate blue sign in advance of the exit containing the exit number and only the words "Interstate Oasis." If there is inadequate sign spacing to enable use of the separate sign, an existing Advance Guide sign or an existing D9–18 series General Services sign for the interchange may have a supplemental blue panel with the words "Interstate Oasis" appended above or below it. If Specific Services signing is provided at the interchange, a business designated as an Interstate Oasis that has its logo on a Specific Services sign may include the word "Oasis" within its logo panel. This use of words within a business logo is similar to existing provisions in the MUTCD that allow messages within logos such as "24 Hours," "Diesel," etc., and was a suggestion of many commenters as being preferable to the "patch" concept. The single word "Oasis" is specified rather than the two-word phrase "Interstate Oasis" in the interest of legibility, to maximize the size of the letters used within the business logo.

Ramp Signing and Trailblazing: The draft program and policy stated that signing should be provided near the exit ramp terminal and along the cross road to guide road users from the interchange to the Interstate Oasis and back to the interchange. As noted previously in the discussion of maximum distance from the interchange under the Eligibility Criteria heading, there were many comments suggesting that road users should be provided with information about the distance they must travel from the ramp terminal to the Interstate

[7] The MUTCD, approved by the FHWA, is the national standard for all traffic control devices installed on any street, highway, or bicycle trail open to public travel. The MUTCD is available for viewing and printing online at *http://mutcd.fhwa.dot.gov.*

[8] This Interim Approval may be viewed at *http://mutcd.fhwa.dot.gov/res-mem_rvf.htm.*

Oasis, particularly in cases where the Oasis is located more than 3 miles away.

The MUTCD recommends that Specific Service signs on exit ramps should include the distances to the facilities, and the FHWA believes that this practice should be extended to exit ramp signs for Oasis facilities. Accordingly, the FHWA has included language in the final policy to recommend that the distance be included on the ramp signs and on any cross road trailblazing signs that are provided. The FHWA has also made other minor modifications to the language to stipulate the colors and legend size for these signs and clarify that, if the Interstate Oasis is clearly visible from the exit ramp and/or if Specific Services signs containing logos of Oasis businesses are provided on the ramp, ramp signs and trailblazing signs may not be needed.

Private signing: Comments from the NATSO suggested that the policy should clearly indicate that the Interstate Oasis logo may be displayed by designated businesses on their on-site facility and private signs, as well as their advertising media, including billboards. Although only the words "Interstate Oasis" will be used to designate a facility until such time as a symbol (logo) is adopted in the MUTCD, the need to limit the use of the official designation to those facilities approved by the State and allowing those facilities to use the designation on their private signs and advertising media is nevertheless still pertinent. The FHWA has added text to the final policy to recommend that States participating in the Interstate Oasis program should enact appropriate legislation or rules to implement these controls.

Comments on Education and Marketing

In the February 27, 2006, notice, we invited comments regarding educational and marketing efforts that may be necessary to familiarize travelers and businesses with the Interstate Oasis program. Nine of the 11 comments on this question stated the opinion that considerable or extensive marketing efforts will be needed. The suggested methods included brochures, radio and television public service announcements, flyer handouts in rest areas, weigh stations, motor vehicle licensing and permitting offices, and including information in State highway maps and commercial maps and atlases. Many commenters noted that the individual States establishing an Interstate Oasis program in their State would be in the best position to provide the educational and marketing efforts, as a part of their routine public relations programs. Commenters also recommended that the trucking industry and travel industry (including such organizations as the American Automobile Association) be involved in the educational and marketing efforts, in view of their established means of communicating with their members. The FHWA agrees with these comments and has added language to the program and policy recommending that educational and marketing efforts be undertaken by participating States, in cooperation with trucking and travel industry partners as appropriate.

Acknowledgement

The FHWA recognizes and appreciates the effort of all parties who provided comments for consideration in the development and finalization of the Interstate Oasis program.

(Authority: Sec. 1305, Pub. L. 105–59, 119 Stat. 1144; 23 U.S.C. 109(d), 315, and 402; 23 CFR 1.32 and 655.603; and 49 CFR 1.48(b).)

Issued on: October 10, 2006.

J. Richard Capka,

Federal Highway Administrator.

The text of the FHWA Interstate Oasis Program and Policy is as follows:

U.S. Department of Transportation

Federal Highway Administration (FHWA)

Final

Interstate Oasis Program and Policy

Purpose

The purpose of the Interstate Oasis program is to enhance safety and convenience for Interstate highway users by allowing States, in accordance with this policy, to designate and provide signing to certain facilities off the freeway that will provide increased opportunities for stopping to rest, using restroom facilities, and obtaining basic services.

Definition of Interstate Oasis

An Interstate Oasis shall be defined as a facility near an Interstate highway but not within the Interstate right-of-way, designated by a State after meeting the eligibility criteria of this policy, that provides products and services to the public, 24-hour access to public restrooms, and parking for automobiles and heavy trucks.

Eligibility Criteria

Interstate Oasis facilities shall comply with laws concerning:

1. The provisions of public accommodations without regard to race, religion, color, age, sex, national origin, or disability; and

2. The licensing and approval of such service facilities.

If a State elects to provide or allow Interstate Oasis signing, there should be a statewide policy, program, procedures, and criteria for the designation and signing of a facility as an Interstate Oasis. To qualify for designation and signing as an Interstate Oasis, a facility:

1. Shall be located no more than 3 miles from an interchange with an Interstate highway, except that:

a. A lesser distance may be required when a State's laws specifically restrict truck travel to lesser distances from the Interstate system; and

b. Greater distances, in 3-mile increments up to a maximum of 15 miles, may be considered by States for interchanges in very sparsely developed rural areas where eligible facilities are not available within the 3-mile limit;

2. Shall be accessible via a route that an engineering study determines can safely and conveniently accommodate vehicles of the types, sizes, and weights that would be traveling to the facility, entering and leaving the facility, returning to the Interstate highway, and continuing in the original direction of travel. The engineering study should take into consideration the processes and criteria contained in the Transportation Research Board's "Access Management Manual" [1] (2003 or latest edition) and the applicable criteria of the most recent edition of the AASHTO "Policy on Geometric Design of Highways and Streets" [2] (Green Book) or, in the case of highways not on the National Highway System, the applicable State highway design standards. The engineering study should also take into account the provisions for reasonable access by heavy vehicles to facilities for food, fuel, and rest as per 23 CFR 658.19;

3. Shall have physical geometry of site layout, including parking areas and ingress/egress points, that an engineering study determines can safely and efficiently accommodate movements into and out of the site, on-site circulation, and parking by all vehicles, including heavy trucks of the types, sizes, and weights anticipated to use the facility. The engineering study should assume a design vehicle at least

[1] "Access Management Manual," 2003, available for purchase from the Transportation Research Board at Keck Center of the National Academies, 500 Fifth Street, NW., Washington, DC 20001, or online at *http://gulliver.trb.org/bookstore/*.

[2] "Policy on Geometric Design of Streets and Highways," fifth edition, 2004, available for purchase from the American Association of State Highway and Transportation Officials, 444 North Capitol Street, NW., Suite 249, Washington, DC 20001, or online at *https://bookstore.transportation.org/*.

as large as a WB–62 truck.[3] The engineering study should also take into consideration the applicable criteria of the Transportation Research Board's "Access Management Manual", the AASHTO "Guide for Development of Rest Areas on Major Arterials and Freeways"[4] (2001 or latest edition), and other pertinent geometric design criteria;

4. Shall have restrooms available to the public at all times (24 hours per day, 365 days per year). Restrooms should be modern and sanitary and should have drinking water. The restrooms and drinking water should be available at no charge or obligation;

5. Shall have parking spaces available to the public for automobiles and heavy trucks. The parking spaces should be well lit and should be available at no charge or obligation for parking durations of up to 10 hours or more, in sufficient numbers for the various vehicle types, including heavy trucks, to meet anticipated demands based on volumes, the percentage of heavy vehicles in the Interstate highway traffic, and other pertinent factors as described in formulas contained in the AASHTO "Guide for Development of Rest Areas on Major Arterials and Freeways" (2001 or latest edition);

6. Shall provide products and services to the public. These products and services should include:

a. Public telephone;

b. Food (vending, snacks, fast food, and/or full service); and

c. Fuel, oil, and water for automobiles, trucks, and other motor vehicles; and

7. Should be staffed by at least one person on duty at all times (24 hours per day, 365 days per year).

In cases where no single business near an interchange meets all the eligibility criteria, a State policy may allow the criteria to be satisfied by a combination of two or more businesses located immediately adjacent to each other and easily accessible on foot from each other's parking lots via pedestrian walkways compliant with the Americans for Disabilities Act (ADA) and that do not require crossing a public highway.

If a State elects to provide or allow Interstate Oasis signing, any facility meeting the criteria described above shall be eligible for designation as an Interstate Oasis. Statewide criteria shall not impose additional criteria beyond those listed above to qualify for designation as an Interstate Oasis. However, a business designated as an Interstate Oasis may elect to provide additional products, services, or amenities.

Signing

States electing to provide or allow Interstate Oasis signing should use the following signing practices on the freeway for any given exit to identify the availability of an Interstate Oasis:

1. If adequate sign spacing allows, a separate sign should be installed in an effective location with a spacing of at least 800 feet from other adjacent guide signs, including any Specific Service signs. This sign should be located in advance of the Advance Guide sign or between the Advance Guide sign and the Exit Direction sign for the exit leading to the Oasis. The sign should have a white legend (minimum 10 inch letters) and border on a blue background and should contain the phrase "Interstate Oasis" and the exit number or, for an unnumbered interchange, an action message such as "Next Exit". Names or logos of businesses designated as Interstate Oases should not be included on this sign.

2. If the spacing of other guide signs precludes use of a separate sign as described in item 1 above, a supplemental panel with a white legend ("Interstate Oasis" in minimum 10 inch letters) and border on a blue background may be appended above or below an existing Advance Guide sign or D9–18 series General Service sign for the interchange.

3. If Specific Service signing (See MUTCD Chapter 2F) is provided at the interchange, a business designated as an Interstate Oasis and having a business logo on the Food and/or Gas Specific Service signs may use a bottom portion of the business's logos to display the word "Oasis."

4. If Specific Services signs containing the "Oasis" legend as a part of the business logo(s) are not used on the ramp, a sign with a white legend (minimum 6 inch letters) and border on a blue background should be provided on the exit ramp to indicate the direction and distance to the Interstate Oasis, unless the Interstate Oasis is clearly visible and identifiable from the exit ramp. Additional guide signs may be used, if determined to be necessary, along the cross road to guide road users to an Oasis.

A State's policy, program, and procedures should provide for the enactment of appropriate legislation or rules to limit the use of the phrase "Interstate Oasis" on a business" premises, on-site private signing, and advertising media to only those businesses approved by the State as an Interstate Oasis.

Education and Marketing

If a State elects to provide or allow Interstate Oasis signing, the State should undertake educational and marketing efforts, in cooperation with trucking and travel industry partners as appropriate, to familiarize travelers and businesses with the program before it is implemented and during the initial period of implementation.

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BILLING CODE 4910–22–P

[3] Information about the WB–62 design vehicle and how it is used in geometric design of highways and intersections is contained in "Policy on Geometric Design of Streets and Highways," fifth edition, 2004, available for purchase from the American Association of State Highway and Transportation Officials, 444 North Capitol Street, NW., Suite 249, Washington, DC 20001, or online at *https://bookstore.transportation.org/*.

[4] "Guide for Development of Rest Areas on Major Arterials and Freeways," third edition, 2001, available for purchase from the American Association of State Highway and Transportation Officials, 444 North Capitol Street, NW., Suite 249, Washington, DC 20001, or online at *https://bookstore.transportation.org/*.

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Transfer of Federally Assisted Land or Facility

AGENCY: Federal Transit Administration, DOT.

ACTION: Notice of intent to transfer federally assisted land or facility.

SUMMARY: Section 5334(g) of the Federal Transit Laws, as codified, 49 U.S.C. 5301 *et seq.*, permits the Administrator of the Federal Transit Administration (FTA) to authorize a recipient of FTA funds to transfer land or a facility to a public body for any public purpose with no further obligation to the Federal Government if, among other things, no Federal agency is interested in acquiring the asset for Federal use. Accordingly, FTA is issuing this notice to advise Federal agencies that New Jersey Transit (NJT) intends to transfer the Union City Bus Maintenance Facility on New York Avenue in Union City, New Jersey, to the City of Union City. The property comprises one entire block and is bounded by Bergenline Avenue on the west, New York Avenue on the east, 29th Street on the north and 27th Street on the south. NJT no longer has a need for, and has not occupied the property for some time. Union City intends to use the property as a department of public works consolidated maintenance and storage facility for its fleet of vehicles, as well as create structured public parking and other uses.

Appendix 3D: Application of SEP-15 Program for Rest Areas within Interstate Right of Way

Introduction

UDOT requested that WCEC Engineers, Inc. research the potential application of the SEP-15 program in Utah for the purpose of developing a commercial rest area pilot project. The research and work consisted of the following items:

1. Outline of the SEP-15 program.
2. Application of SEP-15 program in other States.
3. Discussions with FHWA SEP-15 program administrator.
4. Prepare and submit a Technical Memorandum that summarizes task findings and recommendations.

SEP-15 Program

The SEP-15 program or Special Experimental Project Number 15 allows FHWA to experiment in four areas of project delivery:

1. Contracting
2. Right-of-Way Acquisition
3. Project Finance
4. Compliance with the National Environmental Protection Agency (NEPA)

The following was developed by the Federal Highway Administration (FHWA) and sets forth its procedure for the implementation of the Special Experimental Project Number 15 (SEP-15) program.

Purpose

FHWA has long promoted the use of innovative project delivery methodologies and practices through the application of the provisions of Special Experimental Project Number 14 (SEP-14). Since the inception of SEP-14 in 1990, many processes that were once considered experimental including design-build, cost-plus-time bidding, lane rental and the use of warranties have become mainstream practices across the country. These new areas of interest include alternative ways to accomplish NEPA compliance, right-of-way acquisition, and financing. Many of these areas offer promise for innovations that may be applicable to the broad project delivery process. In order for FHWA to accommodate these new and beneficial activities, it became incumbent upon the FHWA to establish the SEP-15 program.

SEP-15 allows for the use of experimental features on Federal-aid projects that will test an innovative project delivery technique that is prohibited by a current provision of Title 23 of the United States Code, FHWA regulations, or policy. SEP-15 does not replace SEP-14, which is still available to evaluate experimental contract administration methods. The creation of SEP-15 provides a process and the tools for the application of these strategies in an environment that encourages innovation while still maintaining the fundamental objectives of title 23 of the United States Code.

In establishing the SEP-15 program, the FHWA recognizes that its specific procedures should not be so narrowly construed that they prevent or unnecessarily inhibit a possible project or program where opportunities may exist for innovation. SEP-15 should be seen by all as a means to facilitate, not inhibit, innovation.

The SEP-15 procedure can be utilized both for a specific project as well as a corridor or a program of projects. In each case, the SEP-15 Application and Early Development Agreement (EDA) will be different and tailored to suit the unique circumstances of the project. When applied to a project, the requirements will be focused on a more defined set of elements. When SEP-15 is used for a corridor or program composed of multiple projects, the provisions, applications, and approval processes will be more general in nature with specificity added as each project progresses through the development process. Amendments to an EDA may be expected and required under such circumstances.

The tendency for most programs would be to establish a template or form for each corridor or project considered under the provisions of the SEP-15 program. Because the SEP-15 program is intended to respond to the unique circumstances of individual projects and a project's specific needs, neither FHWA nor the applicants should endeavor to create such a template. This procedure and the philosophy behind SEP-15 have been developed to maximize flexibilities within Title 23 of the United States Code and to encourage the cultivation of innovation. The FHWA does not want the intent of SEP-15 to be stifled due to mandatory formats or procedural requirements. For example, it is likely that project objectives around the same development element (e.g. finance, right of way, etc.) may be different from one SEP-15 project to another. In addition, current and future SEP-15 project approvals should not be constrained by past practices or procedures. Rather, past experience should serve to refine innovations and result in more targeted and effective innovations. It is the philosophy of finding ways to make proposed innovations successful that will bring the most benefits to the transportation industry across the country.

It should be noted that the role of FHWA will include both its traditional regulatory activities stipulated under Title 23 of the United States Code and a responsibility for advancing innovations in the project delivery process. Consequently, much of what will be done by FHWA staff in relation to the SEP-15 program will be consultative in nature. The Division Offices, Resource Centers, and headquarters staff will serve as a resource to the applicants in developing their innovations and experimental efforts.

Objectives

The primary objectives of the SEP-15 program are as follows:

1. To encourage tests and experimentation in the entire project development process leading to increased project management flexibility, more innovation, improved efficiency, timely project implementation and potentially new revenue streams;
2. To identify impediments to current laws, regulations, and practices to the greater use of public-private partnerships and private investment in transportation improvements;
3. To develop procedures and approaches addressing these impediments; and
4. To evaluate and propose administrative and statutory recommendations to remove these impediments.

Implementation Procedure

The SEP-15 process is unique for every project and is a reflection of the variable nature of experimental features that may be proposed by states. Thus, the SEP-15 process has been specifically designed to provide maximum flexibility on the part of FHWA and the state DOT's to achieve the objectives of the SEP-15 program. The following sets forth the SEP-15 process, including submission of Concept Papers and Applications, development of an EDA, project oversight, and project performance evaluations.

Process - The following describes the various steps in pursuing a project under the SEP-15 program (All references to a project may be also applied to a program of projects or a corridor unless otherwise noted):

Concept Paper

Once an applicant has selected a project and the project development elements that require approval through the SEP-15 program, the applicant may consult with the local FHWA Division Administrator and the SEP-15 Steering Committee on the specific actions being proposed and how best to frame them for presentation and approval.

The applicant may prepare a SEP-15 Concept Paper if there are uncertainties about whether potential experimental features are appropriate for the SEP-15 program.

If the applicant chooses to prepare a SEP-15 Concept Paper it shall be submitted to the Division Administrator who will forward it to the FHWA PPP Program Manager. If necessary, the PPP Manager may coordinate review of the concept paper with the SEP-15 Steering Committee and Division Administrator. The Division Office should forward the application immediately upon receipt to the PPP Program Manager. The Division Office will be asked to forward comments when requested by the PPP Program Manager.

The SEP-15 Concept Paper can be an important step in the process of advancing a SEP-15 application. It allows the applicant to articulate the basic element of their proposal while offering the FHWA an opportunity to critique, offer guidance, and provide other information that may be helpful to the applicant's decision to submit a project for consideration under SEP-15. The SEP-15 Concept Paper should not be seen as a final product but rather as an overview of the experimental feature(s) the state DOT would like to evaluate and the types of project(s) on which these feature(s) would be tested.

The SEP-15 Steering Committee, in coordination with the appropriate Division Administrator, will review the Concept Paper and determine if the proposed approach is appropriate for the SEP-15 program. After review and consideration, the Division Administrator, with the concurrence of the SEP-15 Steering Committee, will respond to the applicant. In this response to the applicant, the Division Administrator will make a statement regarding the applicability of the proposed elements contained in the SEP-15 Concept Paper to the SEP-15 program. Additional comments may include recommendations and information based on lessons learned from other SEP-15 projects. The purpose for FHWA's consideration of the SEP-15 Concept Paper is to expedite the review of a SEP-15 application and to offer guidance/consultation to enhance opportunities for innovation and the ultimate success of the project. The response shall not be construed as an endorsement or commitment from FHWA concerning the ultimate approval of proposed experimental features. The timeframe for the SEP-15 Steering Committee and Division Administrator to provide their comments to

the applicant's SEP-15 Concept Paper is 60 days after receipt of the Concept Paper by the Steering Committee. This response is strictly informational in nature and the applicant is under no obligation to incorporate the guidance or recommendations into their final application.

Application

The applicant shall submit a SEP-15 application that shall provide the following:

- Brief project description;
- A concise description of each experimental feature;
- An explanation of why the state is seeking to undertake the experimental feature, including a description of why the experimental features are beneficial to the development of the project and the expected value to be achieved from the experimental feature; and
- An explanation of how the areas of experimentation vary from requirements found in Title 23 U.S.C., FHWA regulations, or FHWA policy and practices.
- SEP-15 application

The SEP-15 application shall be submitted to the Division Administrator. Immediately upon receipt, the Division Administrator will forward the application to the PPP Program Manager.

The PPP Program Manager will coordinate the review of the application with the SEP-15 Steering Committee and the Division Office. The review will be focused on assessing whether the proposed experimental features are appropriate for administration under the SEP-15 program or whether they are precluded from further consideration due to legal or policy constraints.

Formal Presentation

Either the applicant or FHWA may request a formal presentation if there are significant questions that could affect the overall viability of a project under SEP-15. If additional information or clarification is needed then this will be requested from the applicant. Once all information is gathered, the SEP-15 Steering Committee and the Division Administrator will prepare a recommendation for the Deputy Administrator within 60 days of receipt of the SEP-15 application by the Steering Committee.

The SEP-15 Steering Committee will make a recommendation on the merits of a SEP-15 application to the FHWA Deputy Administrator. If the Deputy Administrator accepts a project for administration under the SEP-15 program, he will inform the head of the State DOT of his decision in writing. At this point, acceptance of a project is only a commitment not to declare the project ineligible for Federal-aid funding. Until there is formal FHWA project approval and the execution of an EDA, the FHWA retains the right to declare the project ineligible for Federal-aid funds at any time.

If the SEP-15 Steering Committee does not recommend acceptance of the application, they shall brief the Deputy Administrator. If the Deputy Administrator concurs with the recommendation not to accept a SEP-15 application, the Deputy Administrator shall notify the state DOT.

Nothing in this procedure shall inhibit the free and open communication between FHWA and the applicant. The primary purpose of the review process is to strengthen the applications and improve the opportunities for successful application of innovations.

If an application is accepted for administration under the SEP-15 program, the Deputy Administrator will officially appoint co-facilitators for the project. The co-facilitators will establish an FHWA interdisciplinary team to assist with the development of the provisions of the EDA.

Early Development Agreement (EDA)

The EDA will contain parameters to guide such key elements as project planning, design, environmental review, right-of-way acquisition, method of procurement regulatory compliance, timelines, financing, construction, and operation. During this phase of the SEP-15 process, FHWA will also address concerns regarding program or operation aspects of the project. The EDA will also identify the performance measures that will be used to evaluate the success of the project. The parties will work to execute the EDA within 60 days of the approval of the SEP-15 Application. The time for approving EDAs may be shorter or longer depending on the complexity of the experimental features. Development of the EDA may involve one or more meetings between the co-facilitators and members of the FHWA interdisciplinary team. The Deputy Administrator and the chief executive of the state DOT shall sign and execute the EDA.

Throughout the life of the project approved under SEP-15, the co-facilitators shall be responsible for ensuring that the project is coordinated within the Department of Transportation and other stakeholders in the Federal government. If the project is one that is also being considered by the President's Environmental Streamlining Task Force created under Executive Order 13274, the co-facilitators will work with members of the Task Force to help identify any concerns other Federal agencies may have with the project. They will assist the project applicant in addressing those concerns.

The Division Administrator will be primarily responsible for monitoring the status of the project through the life of the project and will ensure the FHWA actions, approvals and other activities are provided in a timely manner as outlined in the SEP-15 Application, and the EDA.

Application of SEP-15 Program in other States

To date, five applications have been accepted by FHWA for SEP-15 projects. States that have submitted these applications include Virginia, Texas, and Oregon. All of these projects are large roadway projects that are looking at creative ways to expedite the project delivery process while partnering with the private industry in the funding process. None of these projects are looking to commercialize rest areas. Refer to http://www.fhwa.dot.gov/ppp/sep15.htm for a more complete project listing.

Discussion with FHWA Public Private Partnership Program Administrator

On August 28, 2006 WCEC Engineers, Inc. contacted Michael Saunders who is the contact person at FHWA for SEP-15 projects.

In our discussion, Mr. Saunders outlined the history of the commercialization of rest areas in Washington D.C. He indicated that during the first Bush Administration, the Clinton Administration and even during the current Bush Administration, bills were proposed in one form or another to commercialize rest areas. All of these bills had very short durations because of the strong lobbying groups who oppose such a bill.

Because SEP-15 was designed to address the project delivery process, and FHWA feels that Congress has been very clear on the commercialization of rest areas, FHWA is not comfortable using the SEP-15 procedure to look at the commercialization of rest areas inside FHWA right-of-way. In fact there is some concern that if such a project was proposed it could jeopardize the whole SEP-15 Program. FHWA is seeing some good things come out of the current SEP-15 program and does not want to jeopardize it by pursuing something that does not necessarily fit the guidelines of “project delivery”. It also feels that Congress has been very clear in not supporting the commercialization of rest areas.

Conclusions and Recommendations

The SEP-15 Program can be a useful tool to experiment with the project delivery process in contracting, right-of-way acquisition, project finance, and compliance with the NEPA. Other states are pursuing these options on large projects.

FHWA has been approached by other states to use the SEP-15 program as a tool to commercialize rest areas. Their response has been that SEP-15 was not designed to address changing federal law. SEP-15 was designed to address needed changes in the project delivery process. Because FHWA is not comfortable pursuing commercialization of rest areas within FHWA right-of-way, using the SEP-15 program to create a pilot project commercialized rest area is not recommended.